

The Hongkong Telegraph

WEATHER FORECAST
FINE
Barometer 29.53

(ESTABLISHED 1881.)
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July 29 1915, Temperature 5 a.m. 82 2 p.m. 87
Humidity 94 76

July 29 1914, Temperature 5 a.m. 81 2 p.m. 84
Humidity 91 81

2981 日八十月六

THURSDAY, JULY 29, 1915.

四時 九廿月七年八
SINGLE COPY 100 CENTS
330 PER ANNUM

TO-DAY'S LATEST WAR TELEGRAMS

THE RUSSO-GERMAN FRONT.

CONSIDERABLE SHORTENING OF THE LINE.

More French Successes.

AIRMEN DROP BOMBS ON ENEMY AVIATION CAMP AT CHANAK.

[Reuter's Service to The "Telegraph."]

THE GRAND FLEET.

ARCHBISHOP OF YORK'S SPLENDID TRIBUTE.

July 28, 12.50 p.m.
The Archbishop of York, in a two column article, describing his fortnight's visit to the Grand Fleet, says it is impossible to realise the strain of waiting for the day and the sacrifices the men are making for their country, but, despite everything they are full of cheerfulness. He pays a tribute to the bravery of the men on the trawlers who are patrolling and sweeping for mines. He says that the war has brought the navy and the fleet of coasters and trawlers into a comradeship with which the outsider cannot fail to be impressed. There is an all pervading sense of readiness in the Fleet, but the deepest and most moving impression is the splendid spirit of comradeship and unity.

The Archbishop said he had never heard a word of criticism or felt the slightest breath of jealousy. The officers and every man are full of admiration and affection for, and had full confidence in, Admiral Sir John Jellicoe.

THE FIGHT FOR WARSAW.

FORMIDABLE RUSSIAN RESISTANCE.

July 28, 12.50 p.m.
Reuter's correspondent at Petrograd says that the withdrawal of the Russians, the re-disposition of their forces, and the abandonment of deep salients have shortened the Russian front, during the past fortnight, to about 700 miles, on over 500 of which, fighting is proceeding.

The largest forces are engaged against General von Mackensen's army on the front south of Lublin, but the situation shows signs of growing grave on the Narva front, while the advance of a large German force on a forty mile front, between Keidany and Ponievitz, indicates that a great attack is developing from the Baltic provinces. Possibly aiming at getting behind the Neimen defences. This movement, is combined with attacks, from the south west, upon the approaches to the fortress of Kovno.

Altogether it is believed that the German northern armies are advancing on a 120 miles front between the Kovno fortress and Dvinsk, otherwise Duenaburg.

Apparently the Germans are impatient at General von Mackensen's slow progress against the formidable Russian resistance and are now making a fresh effort to cut off Warsaw's communications from the north.

There have been many cases of sunstroke and heat apoplexy amongst the troops who are also suffering from thirst.

LIVELY STRUGGLE AT SOUCHEZ.

GERMANS AGAIN THROWN BACK.

July 28, 4.40 p.m.
Reuter's correspondent at Paris says that a very lively struggle is taking place to the north of Souchez. The Germans made three violent attacks at different points but were thrown back by vigorous counter-attacks.

A communique adds that an attempted German movement at Argonne was checked by the rifle fire of the French troops.

TO-DAY'S LATEST WAR TELEGRAMS.

THE DARDANELLES.

FRENCH AVIATOR'S SUCCESS.

July 28, 4.40 p.m.
At the Dardanelles some progress was made by the right wing. French aviators bombed the new aviation camp at Chanak and hit the sheds, also a petrol store, causing a considerable fire.

TURKS EXPECT AN ATTACK FROM A NEW POINT.

July 28, 12.55 p.m.
Arrivals at Athens, from the Dardanelles, report that the Turks are feverishly fortifying the coast of Asia Minor, from the entrance of the Dardanelles to the Gulf of Adramyti as they are expecting an attack from a new point.

A REMARKABLE OPINION.

Mr. LLOYD GEORGE AND THE LIBERALS.

July 28, 12.55 p.m.
A remarkable leader appears in the *Daily Chronicle* which pays a tribute to the work of Mr. Lloyd George and denounces "the miserable intrigue" of his former opponents, now his admirers, who are trying to run him as a rival of Mr. Asquith. The *Daily Chronicle* says it is an insult to Mr. Lloyd George to associate him with the intrigue as he is most loyal to Mr. Asquith, but that it must be frankly admitted that an estrangement has arisen between Mr. Lloyd George and the liberal rank and file, who think he should repudiate his new born friends who are exploiting him for their own purposes, notably those of conscription and the coercion of labour. The *Daily Chronicle* is confident that Mr. Lloyd George will not be won over to the side of reaction.

[In the event of telegrams arriving too late for insertion on this page they will be found on the Extra.]

EARLIER TELEGRAMS.

GERMAN COMMUNIQUE.

DOUBTFUL CLAIMS.

July 27, 8.30 p.m.
Reuter's correspondent at Amsterdam reports:—That the Russians are fighting magnificently is evidenced by to-night's Berlin communique, the whole tone of which is that "the situation is unchanged."

The communique admits a great Russian simultaneous attack on the Narva front, though it minimises the results.

The communique says there is nothing doing before Warsaw, Novo Georgievsk and Ivangorod, and that the position of General von Mackensen is unchanged.

The Germans claim to have taken some thousands of prisoners on the Narva front and southward of Obolin, but the very nature of the fighting casts the gravest doubts on such claims.

RUSSIAN COMMUNIQUE.

LOCAL SUCCESSES AVERRED.

July 28, 11.45 a.m.
Reuter's correspondent at Petrograd states that an official communique records the increasing violence of the battle on the Narva front on Sunday and Monday, the fighting extending to the vicinity of the Novo Georgievsk fortress. Vigorous Russian counter-attacks contained the enemy's attacks on the left of the Narva. Many villages and woods constantly changed hands. The fighting was most fierce in the forest east of Roeban fortress.

The Russians on both banks of the Narva successfully attacked great reserves that had been brought up above Serotek, north of Warsaw, forcing some of the enemy to retreat in disorder, taking 700 prisoners and a number of Maxim. Armoured motor-cars contributed to the repulsing of the enemy counter-attacks.

There is a lull between the Vistula and the Vopris rivers, but east of the Vopris to the Bag the Germans attacked in great force and took some Russian redoubts. A counter-attack expelled them.

The enemy south-west of Kovno were driven across the river Yemsa.

WAR TELEGRAMS.

LARGE NUMBER OF SAILING SHIPS SUNK.

July 28, 11.45 a.m.
On Sunday night Russian destroyers in the Black Sea bombarded the ports of Samunieh and Rizeh, and sank 150 sailing ships near the Anatolian coast.

ITALIAN COMMUNIQUE.

FURTHER PROGRESS REPORTED.

July 28, 2.35 a.m.
An official communique says Reuter's correspondent at Rome, reports:—

The battle of the Carro Plateau continued very fiercely on the 28th inst. The Italians advanced along the entire front on the left wing, and captured a strong position on Mount San Michele, dominating most of the Plateau, but were instantly made a target for the cross-fire from many batteries, and were obliged to retire a little beneath the crest, where they hold their ground.

The centre progressed towards the hill of San Martino, driving the enemy out of the covering trenches with the bayonet.

The right wing towards nightfall carried out a brilliant action with the object of straightening the line, and captured Mount Seibasi, driving out inch by inch the strongly entrenched enemy, and capturing 3,200 prisoners, including a Lieut.-Colonel and 41 other officers, with five Maxim, two trench-mortars, and numerous rifles and munitions.

THE ALIEN INTERNMENT QUESTION.

July 27, 9.00 p.m.
At question time in the House of Commons Sir John Simon, Home Secretary, stated that the Internment Committee had received 14,000 applications for exemption, of which 7,325 were refused and 6,672 granted, 700 are awaiting decision; while 6,302 were repatriated and 9,325 interned, 6,000 remaining not interned. As British subjects were treated better in Austria-Hungary than in Germany, Austro-Hungarians received more consideration.

AMERICAN PRESS AND THE LEELANAW.

July 27, 9.00 p.m.
According to the Washington correspondent of Reuter's the *New York World* says the sinking of the Leelanaw was unnecessary and lawless, and it considers the act far more sinister than the unfriendly tone of the German Press.

COTTON AND CONTRABAND.

July 27, 9.00 p.m.
Congressman Sims, of Tennessee, has issued a statement showing that Germany and Austria had more nearly obtained a normal supply of American cotton since the outbreak of war than France or Russia, while the Scandinavian countries and the Netherlands had enormously increased their importations of cotton. Congressman Sims concludes:—"It is evident that the British Order-in-Council is not responsible for the slump in cotton sales."

A DANE'S REPORT OF TURKISH STRESS.

July 27, 9.00 p.m.
Reuter's correspondent at Copenhagen, reports that a Dane who has arrived here from Constantinople, where he has been working for a Danish salvage company affirms that the Turks are at their wit's end for fuel and ammunition. Old warships are being stripped for metals, and a house-to-house search has been instituted. The Dane also states that there was a big fight between Germans and Turks at Constantinople in infantry barracks a fortnight ago. Ten Germans were killed and 15 wounded. The populace is dangerously hostile to the Germans.

The authorities have been collecting arms, and cartloads of revolvers and daggers have been collected.

TELEGRAMS

NEWS FOR BUSY MEN.

CONDENSED.

The French, after brilliant engagements, occupied Lome in the Cameroons.

The largest Russian forces are engaged against General von Mackensen's army on the front, south of Lublin.

A lively struggle is taking place to the north of Souchez. The Germans made three violent attacks but were thrown back by the French.

French aviators, at the Dardanelles, bombed the new aviation camp at Chanak and hit the sheds, also a petrol store, causing a considerable fire.

It is said that a great German attack is developing from the Baltic provinces, possibly aiming at getting behind the Neimen defences.

The withdrawal of the Russians, the re-disposition of their forces, and the abandonment of deep salients have shortened the Russian front to about 700 miles.

A remarkable leader appears in the *Daily Chronicle* which pays a tribute to the work of Mr. Lloyd George and denounces the intrigues of his former opponents, now his admirers.

It is reported that the Turks are fortifying the coast of Asia Minor, from the entrance to the Dardanelles to the Gulf of Adramyti, as they are expecting an attack at a new point.

Apparently the Germans are impatient at Mackensen's slow progress against the formidable Russian resistance and are now making efforts to cut off Warsaw's communications from the north.

Sir Edward Grey has cabled to Mr. Lansing saying that Great Britain is preparing another Note to the United States and asks that the Note, delivered yesterday, shall be withheld from publication.

Enormous damage has been done by a typhoon which struck Shanghai on Tuesday night. It is said to be the worst that has been experienced there, for thirty six years. It is estimated that 2,000 persons have been drowned.

His Grace the Archbishop of York has published an article describing a fortnight's visit to the Fleet, in which he speaks highly of the general cheerfulness displayed, of the good understanding between the Navy men and the Marine, and of the bravery exhibited by the fishermen engaged in mine-sweeping. He adds that every man is full of affection for, and confidence in, Admiral Jellicoe.

NEWS.

"Our Contemporaries" appears on page 2, Commercial News on page 9, and Log Book on page 6.

DON'T FORGET.

TO-DAY.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.
Messrs. Charles Howitt and Phillips Co.—Theatre Royal.

Association of Exporters and Dealers of H.K.—annual meeting—4 p.m.

Extraordinary General meeting of Association of Exporters and Dealers of Hongkong—4.30 p.m.

TO-MORROW.

Bijou Theatre—9.15 p.m.
Victoria Theatre—9.15 p.m.

Messrs. Charles Howitt and Phillips Co.—Theatre Royal.

Wednesday, August 11.
Sale of Leasehold Property—P. G. Lamson's Sales Room—8.00 p.m.

(Continued on page 10.)

NOTICES

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Hongkong, June 11th, 1913.

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MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to No. 180, Wellington Street, second floor.

Hongkong, 29th Jan., 1912.

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The above Hotel was opened on August 1st, 1914, under new proprietorship and management. The Hotel now offers for Residents and Tourists excellent accommodation. Large dining room facing the sea. It has been entirely renovated throughout and newly furnished, and is now up-to-date in every respect. Large and airy rooms, excellent sanitary arrangements; Hot and Cold Baths, electric light and fans. Private and Public Bar and Billiards. Terms Moderate. For further information apply to Tel. Add. "Phoenix."

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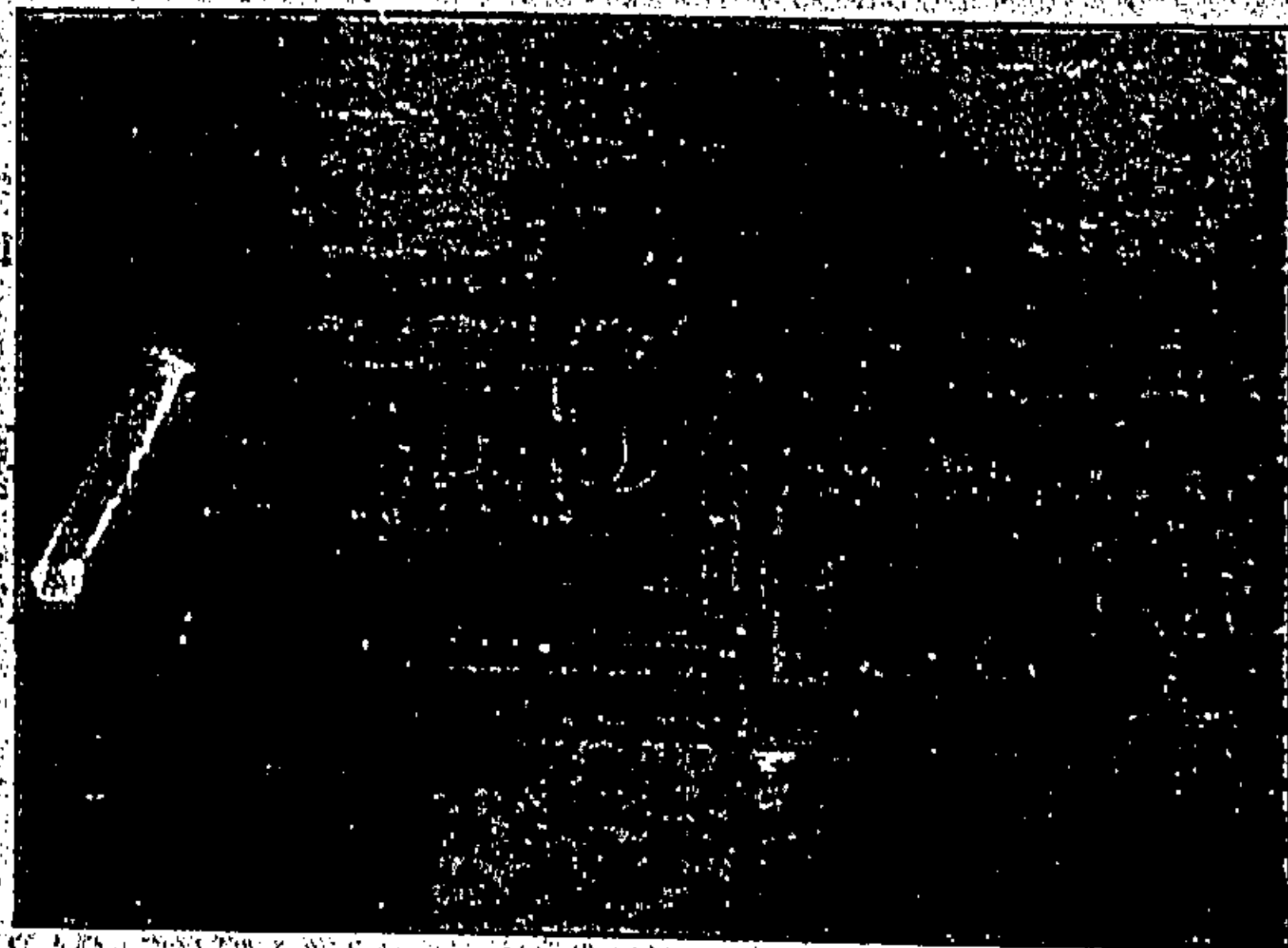
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NOTICES

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South China Morning Post.

The Shipping Boom.

One of the most remarkable outcomes of the war is its effect on shipping. One would naturally have supposed a year ago that war with a nation like Germany and the consequent heavy demands of the Government would have brought about as great a depression in shipping as in many other forms of activity which formerly flourished. The reverse is the case, however, and to-day there is such a boom in shipping as the world has never seen. This is reflected on the share market, where shipping stocks have doubled and trebled during the last few months. Profits it is anticipated will set the poor returns of many loan years and place the companies on a secure footing for years to come. Freight seems to be moving freely, and so far as the world is concerned, the "famine" is over. In our own market there seems to be so much trade offering that the old-time out-thrust competition between the line and the next is a bad letter and the question which concerns the local companies engaged in the coastal trade as well as the trade to India, the Straits, Bangkok, and the Philippines is that of tonnage.

Daily Press.

The Policy of Frightfulness.

The suggestion that it is better to lose honourably than to win foully would at the present time, presumably, be regarded by Germany as too quixotic to be worth considering, yet the time will come when the idea of a "foul win" even in war, will be considered a contradiction in terms. A German, fighting fairly, observing Treaty obligations and private rights, would have more respect if not esteem. Whether defeated or unconquered she would have emerged from the war unshaken, her possessions undivided, her honour untouched. How different is the scene now presented! On every side new foes arise to confront her. An iron ring is pressing in to crush out her life, and so great is her danger that defeat, if rumour be accepted, may mean the sweeping away of the dynasty which has played so active a part in creating modern Germany. Whether or no this would entail the dismemberment of the Empire is a difficult question. In any case it would entail an enormous amount of disorder and confusion. If Germany, willed the war, as Maximilian Harden continues to affirm, then her blood be on her own head, but that she should seek to add to the retribution she will have to make by the foulest and most barbarous crimes is at once astonishing and inexplicable.

China Mail.

The Value of Youth as a National Asset.

In all our universities there is a fair proportion of the sons of really poor men. Even in the most aristocratic of them all—Oxford—the School-Boards youth is in constant evidence, while it is not long ago that the Senior Wrangler at Cambridge was won by a youth from Whitechapel. In recent years a ladder has been erected with its foot in the Board School and its summit high in the public service, and the sons of the working classes climb it in large numbers to fill the places which once were the preserve of their fellows reared in more fortunate circumstances. A great number, indeed, the great majority of university-trained youths have in their enthusiasm, entered the ranks, and play the part of the private, the corporal, or the sergeant. Could not their services have been more efficiently utilised in our factories at the present moment? Their place in the fighting rank not be filled practically as efficiently by many of the slackers who still parade our streets, by unemployed youths whose only concern is to pass their time in idleness, and whose only ambition is to be a "dandy" or a "fashionable" man.

For a good result, it is better to have a few of the best than a large number of the mediocre. The value of youth as a national asset is thus clearly demonstrated.



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MEE CHEUNG.

ART PHOTOGRAPHER

HONGKONG

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Hongkong, 19th July, 1911

GENERAL NEWS.

The King and a D.C.M. Hero.
The King secured three days leave of absence from the trenches for Lance Corporal Charles Bennett, 3rd Hussars, an old boy of the London County School at Mayford, Woking, who recently gained the Distinguished Conduct Medal. The present head boy wrote to the King and asked if Bennett might be allowed to come from Flanders and receive the school's congratulations and gift at the annual inspection and prize-giving.

Drought in Britain.
Agriculture in almost every part of the country is perturbed at the drought. Its ill effects on all kinds of vegetation are being intensified by great sun-heat and drying winds. Only Kent, Sussex, and the south-western counties have had any useful rainfall since the generally heavy downpour of May 17 and 18. Over the country generally ponds are drying up and springs diminishing. The roads are inches deep in dust, and the soiled appearance of vegetation anywhere near a road has robbed "leafy June" of one of its chief charms.

Pioneer Motorist and Judge.
Mr. O. Scott Dickson, K.C., M.P., has been appointed Lord Justice Clerk of Scotland in succession to Lord Kingsburgh, resigned. Lord Kingsburgh, who is 79 years of age, was great in his day as a Volunteer. As far back as 1859 he was a leader in the movement, and his book "Fifty Years of It; or, The Experiences and Struggles of a Volunteer of 1859," is well known. One of the first motorists in the country, he has written extensively on topics, law, and electricity. "The Future of Motor Traction" was a very far-seeing piece of work.

Pierre de Bourdelle.
Three hundred years ago on July 15, died one but for whom French history would have been written differently, and far less piquantly—Pierre de Bourdelle, Lord of Brantome, abbe, soldier, courier, keen observer, gossip, and repository of romantic secrets. His famous "Memoires" contained matter too dangerous for publication during his lifetime, but he cherished the hope of posthumous renown. Nor was the hope vain, for his record has been the happy hunting-ground of historian and romancer ever since.

Japanese Colonizers.
Although much criticism was heard a few years ago, remarks the *Yorodau*, "regarding the capacity of the Japanese people to govern colonies, we now know that the critics were all wrong in their opinions. Despite their adverse criticisms, the island of Formosa has become a very fine colony after all." Mr. Takekoshi, who ought to know something about the matter, is of a different opinion. The interesting point of the *Yorodau* article, however, is that Manchuria and even Mongolia are apparently regarded by this journal as colonies of Japan, which seems to be a little previous.

A Versatile Veteran.
Lord Kingsburgh, who is being succeeded by Mr. O. Scott Dickson, M.P., as Lord Justice Clerk of Scotland, is almost as versatile a veteran as Lord Wemyss. He was one of the earliest volunteers, having been a leader of the movement so far back as 1859, and he has written a very well-known volume dealing with his fifty years' experience of the "Forties." He was one of the earliest motorists in the country, and a number of years ago wrote a remarkably far-seeing book on the subject, "The Future of Motor Traction." He has also written extensively on law, electricity, and tactics.

NOTICE.

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Ford, Ont., May—, 1915. The world's largest electrically lighted sign is being built for the Ford Motor Company of Canada, Limited. Even in Montreal and Toronto and the other metropolitan areas, where they turn midnight into high noon with a mass of electric brilliance, there is no larger. King street's best will now have to be contented with second place.

With letters fifteen feet high, the sign will read "Ford Motor Company of Canada, Ltd." and will be 450 feet long. Each of the letters will be white, faced with black, so that the sign will also figure as an attractive daylight sign. It is to be mounted on top of the company's 750 ft. machine shop along the waterfront of the Detroit river. The sign will be in full view of all freight and passenger traffic on the river, both Canadian and American. Through this channel passes the heaviest tonnage of any of the world's waterways—more than through either the Suez or Panama Canals.

The sign will be made in Canada, and work has already started building the steel framework to hold it in place.

LARGE SHELL PROFITS.

Times, June 10.—Any market uncertainties that may have existed about the "Shell" dividend are removed by the issue of the report, which announces that the full distribution for the past year is 35 per cent, the same as for 1913. It is, however, important to note that the payment will again be "free of income-tax," and as the tax is charged at 1s 8d. (as against 1s 2d. a year ago) the shareholders really get the equivalent of 1 per cent more. But this dividend of practically 38 per cent, "less tax" does not by any means do full justice to the remarkable figures for 1914, which show a net profit some 217,000 higher than has ever been reached before, and an available balance, for the first time in the company's history, of over 22,000,000. About 21,100,000 more is carried forward than is brought in. These profits, it is gratifying to say, have not been made, by any indication of prices under the pretext of war conditions. The company might, had it chosen, have put up the price of its products, especially of petrol, to practically any figure it liked, but it is common knowledge that no such policy has been attempted. The larger profits, consisting of dividends, in all companies have been made on an output of some 700,000 tons more than that of the previous year. Although there is no reference to the subject in the report, it is an open secret that the company has been a principal factor in supplying oil fuel to the Navy and petrol to the Expeditionary Forces.

EXPLOITATION OF MONGOLIA.

Chaonanfu-Supingchih Railway.

Referring to the allegation that negotiations will shortly be commenced between Japan and China for the construction of the Chaonanfu-Supingchih line, the *Tokyo Nichi-Nichi* notes that the railway in question is of prime importance for the exploitation of national resources in Mongolia. The entire regions extending from Chenchiatun to Chaonanfu, covering 165 miles, offer meagre prospects in view of scanty population, sterile soil, and limited products, but with fertility of the soil, several tolerably populated towns such as Pamiencheng, and the growing increase of passengers and freights, the Supingchih-Chenchiatun line, extending some 65 miles, has excellent prospects. The line traverses a region so level that there is no necessity of excavating a single tunnel. Across the river Liao one iron bridge is required, but the work being of no very difficult nature, the construction expenditure will not exceed ¥100,000 per mile. In these circumstances the Japanese authorities apparently intend to take in hand the construction of the Supingchih-Chenchiatun line to begin with, upon the completion of the negotiations for the construction of the Chaonanfu-Chenchiatun railway.

SINGAPORE'S BALANCE-SHEET.

The report of the Auditor-General of Singapore for the year 1914, printed as a supplement to the last issue of the Government Gazette shows that the actual revenue of the Colony for 1914 was \$14,016,882 against an estimated revenue of \$10,344,220, an excess of \$3,672,662. The greater part of this excess, \$3,431,794, was secured from licences, excise and internal revenue, not otherwise classified. The estimated expenditure for the year was \$11,152,858; and the actual expenditure was \$10,180,188 a saving of \$972,668. In seven of the twenty-nine heads of expenditure the estimate was exceeded, the chief items being:—Military expenditure, excess over estimate, \$310,867; miscellaneous services, \$174,108; and in addition a sum of \$131,000 was spent on war expenditure which was not estimated for. The excess of assets over liabilities as shown by the treasurer's statement is \$1,654,442.78. Of the assets \$6,573,887.87 has been advanced to the loan account, and \$5,363,510.77 is held in cash. A sum of \$4,355,809.87 is invested in the market, prior to the investment on December 31, 1914, was \$4,281,573.03, showing a depreciation of \$74,236.84.

Prepaid Advertisements

ONE CENT PER WORD FOR EACH INSERTION.

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TO LET.—FOUR ROOMED FLATS in Hanoi Road, Kowloon, and May Road, Hongkong, with possession on 1st September next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light, First Class Modern Appointments throughout, including Water Carriage System.

"PENYRHEW" Minden Row, Kowloon, 6 Roomed house with Tennis Court.

2 "Minden Villas, Kowloon, 3-Roomed House with Tennis Court.

Four-roomed Houses in Gordon Terrace, and Salisbury Avenue, Kowloon.

Flats in Nathan Road, Kowloon.

A Flat in Humphreys Buildings, Kowloon.

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TO LET.

TO LET.—From 1st September next; desirable six and eight roomed Residences in Broadwood and Wong nei Chong Road, the latter commanding a fine view of the Race Course. For terms and particulars apply to THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

TO LET.—Houses in Lye-moon Villas and Torres Buildings ready for occupation from the 1st August next. Apply to—SPANISH DOMINION PROCUATION.

TO LET.—Office 2nd Floor, No. 14 Pedder Street; also Large Godown on Water Front, East Point.—Apply Property Office.

JARDINE, MATHESON & Co., Ltd.

TO LET.—The whole or part of Shop in Chater Road.—Apply CLARK & Co., Opticians.

WANTED.

WANTED.—A Portuguese bachelor to join a Mess. Address "J.B.B.R.A.F." care of Hongkong Telegraph.

WANTED.—In September, a furnished or unfurnished House on the Peak, for a year or longer.—F. C. JENKIN, Prince's Buildings.

WANTED.—A Microscope in good order. Must have fine and coarse adjustment, low and high power and oil immersion lenses, Abbe condenser, etc. State particulars and lowest cash price first by letter. Address "MICROSCOPE," c/o Hongkong Telegraph.

WAR ITEMS.

Italy's Great Army.
Paris, June 9.—The *Echo de Paris* Rome correspondent says that Italy now has 2,500,000 men under arms. To these must be added, in a month's time, about 1,500,000 men who are being called up from day to day to form the Reserve Active Army. In a month's time this reserve army will be equipped in every particular.

Canada's 150,000 Soldiers.
Toronto, June 9.—General Hughes is making an immediate appeal for an additional 35,000 soldiers. The new contingent will be composed of 21 regiments of infantry and six batteries of artillery, recruited from all parts of the Dominion. Four Highland regiments will be included. This new force will bring the number of soldiers raised in Canada for active service to more than 150,000.

German Press Forbidden to Comment on Mr. Bryan's Act on Amsterdam, June 9.—The news of Mr. Bryan's resignation was known in Germany at midday today, and caused a deep stir throughout the country. The Foreign Office ordered the newspapers to refrain from comment until further notice. It is generally expected that Mr. Bryan's action means that the United States Administration will take up an energetic attitude towards Germany. Mr. Bryan was generally known in Germany not only as a pacifist, but also as a friend of Germany, and the war often represented as an ideal peace mediator.

UNCLAIMED TELEGRAMS.

Eastern Extension Australasia & China Telegraph Co.
Chungking, Batavia.
Henry Garrow, Calcutta.
Hongsoo 43 and 24 Connaught Road, Singapore.

Kang Chor o/o Electric Light, Macao.

Kwonghiplong, Hilo.
Kwongshingchu, Tientsin.
Limkuiwai 11 Bonnam Street, Tientsin.

Namshan, London.
Nolasco, Macao.

J. M. BECK, Superintendent.
Hongkong, 22nd July, 1915.
Great Northern Telegraph Company, Ltd.

Ngiankee Bonham Strand West, Swatow.

Kwongziang, Shanghai.
Jieyuenheng 87 West of Kianod, Shanghai.

Chinguan, Amoy.
Hookatshin, Amoy.
Shinchungang, Hankow.

Loohongwoo Yonchongton Seefongkai, Shanghai.
Son, Chinkiang.

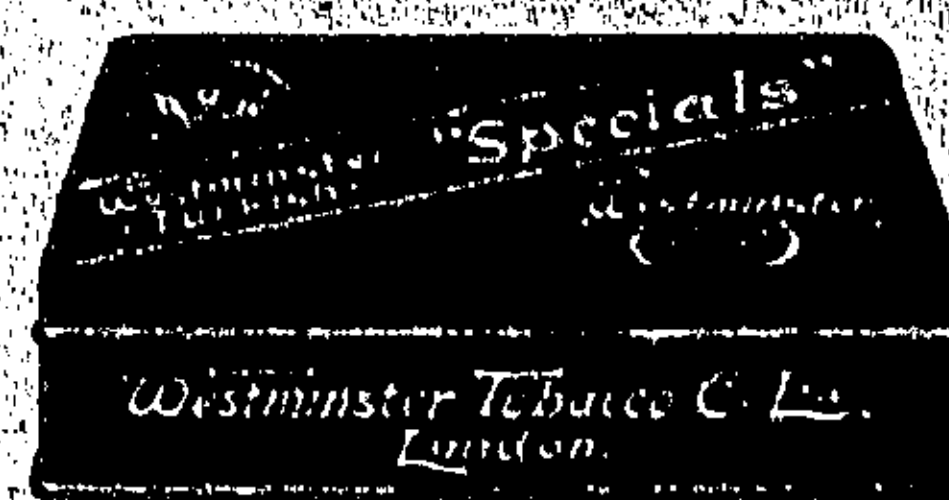
Wongziang, c/o Haiyuetai 31 Cunningham Road, Shanghai.
Tsitshun Tsukfoodoh, Shanghai.
Wongparlin Mingles Hotel, Shanghai.

B. BLACK, Superintendent.
Hongkong, 23rd July, 1915.

Charles McGee.—My acknowledgment to the Minister of Militia of the announcement of the death in action of my son Charlie is the request which I have made day for permission to be given my son Jack to proceed to England at once and qualify to take Charlie's place. Jack has volunteered, and I shall be proud to see him in service with my three other sons. Two of Mr. McGee's sons are Lieutenants in the Overseas contingent.

If you have lost your appetite, or are of the big variety of dainty dishes at the ALEXANDRA CAFE, it is sure to tempt you.

NOTICES.



WESTMINSTER "SPECIALS."

A supply has just arrived in the Colony ex s.s. "BENALDER."

THEY ARE SOLD BY ALL TOBACCONISTS.

\$1.25 a tin of 50 Cigarettes.

LANE, CRAWFORD & Co.

— JUST RECEIVED —

A LARGE CONSIGNMENT OF

GOLF CLUBS

INCLUDING

ANDERSON & BLYTH'S
WELL KNOWN
DRIVERS & BRASSIES
ALSO
A GOOD REPRESENTATIVE STOCK OF
OTHER MAKERS' MODELS.

YOU WANT A MOTOR CAR?
ALL RIGHT.

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THE EXILE GARAGE.

33-35 DES VOEUX ROAD.

Where You will get Expert Service and every Satisfaction

KELLY & WALSH, LIMITED.

THE SHARK SUMMER ANNUAL ...	80	GENERAL SKETCH OF THE WAR, THE FIRST PHASE, Hilaire Belloc	4.50
THE VALLEY OF FEAR, Conan Doyle	1.75	THE WORLD IN CRUCIBLE, Sir Gilbert Parker	4.50
BEALBY, H.G. Walls	1.75	THE STORY OF THE ROSENZOLLS, Mrs. Sheridan Jones	1.75
THE GIRL FROM NIPPON, Carlton Davis	1.75	DAILY GRAPHIC WAR CARTOONS, No. 7	10
THE WHITE GLOVE, Wm. Le Queux	1.75	SCHMIDT THE SPY, Alfred Leete	20
THE WIFE WHO FOUND OUT, Gerlie Westworth-James	1.75	THE INTERNATIONAL CRISIS IN ITS ETHICAL AND PSYCHOLOGICAL ASPECTS, A Series of Lectures	2.75
FRECKLES, Gailo Stratton Porter	1.75	AEROPLANES & DIRIGIBLES OF WAR, F. A. Talbot	2.75
THE HEART OF THE ANCIENT WORLD, G.D. Roberts	80	THE WORLD WIDE WAR, Altair	30
SISTER SUE, Arthur Appleby	80	WAR UP TO DATE, A VARIETY OF MODERN METHODS, Pearce	30
SUCCESS IN BUSINESS	80	THE WAR AND THE CHURCHES, Joseph McCabe	40
THE MODERN MOTOR CYCLE	80	LE ROIUME DES CAPITULATIONS ET L'ANNEE CONSTITUTIONNELLE EN CHINE, par N. Tchang	6.00
THE CHINA CLIPPERS, Basil Lubbock	4.00	THE WORLD'S WARSHIPS, Jane's	2.00
THE CLIPPER SHIP ERA 1843-1869, A. H. Clark	0.70	WITH OUR FIGHTING MEN, Rev. Saller	2.00
THE HEART OF JAINISM, Mrs. Stenlar Stevenson	6.00	BEHIND THE SCENES AT THE FRONT, Adam	4.50
INDIAN THEISM, Nicol MacNicol	4.50	POLAND & THE POLISH QUESTION, Hill	2.50
BERNARD SHAW, THE 20TH CENTURY, MOLIERS, Augustin Hamon	6.00	THE NEW RUSSIA, Alan Lethbridge	12.50
TOWARDS RACIAL HEALTH, March Marsh	2.75		
IN AND AROUND LONDON, Foot...	2.75		
ROMANCE OF REALITY, Engineer...	2.75		
for Knox	2.75		
ROMANCE OF REALITY, ELEC...	2.75		
TRIGITY, McCormick	2.75		
ROMANCE OF REALITY, MODERN INVENTIONS, JOHNSON	2.75		

NOTICE.

N. LAZARUS & Co.

QUALIFIED OPTICIANS,

HAVE REMOVED TO

28, QUEEN'S ROAD, CENTRAL

(lately occupied by W. POWELL, Ltd.)



WATSON'S GOUT WATER

AN EFFERVESCENT WATER THAT IS A SOLVENT AND ELIMINANT OF URIC ACID.

The following prescription shows the exact constituents of each bottle—

Lithium Bicarbonate 12 Grains Magnesium Bicarbonate 8 Grains
Potassium "Carbonated Water 12 Ounces Sodium Chloride 8 Grains

ASK YOUR MEDICAL PRACTITIONER FOR HIS OPINION ON THE ABOVE AND SEE IF HE DOES NOT THINK IT AN EXCELLENT WATER FOR THIS COMPLAINT

THEN CONSIDER

WHY SHOULD YOU PAY EXORBITANT PRICES FOR IMPORTED GOUT WATERS WHEN YOU CAN OBTAIN A SIMILAR ARTICLE FRESHLY PREPARED DIRECT FROM OUR OWN FACTORY IN HONGKONG AT A FRACTIONAL COST.

A. S. WATSON & Co., Ltd.
AERATED WATER MANUFACTURERS.
HONGKONG AND CHINA.

The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

請向本報廣告部索取詳情及大正廣告費目表

Cable Address: Telegraph, Hongkong.

Telephone: No. 1 A.B.C. 5th edition. Western Union Office address: 11, Ice House St.

The Hongkong Telegraph

HONGKONG, THURSDAY, JULY 29, 1915.

SCIENTIFIC AND INDUSTRIAL RESEARCH.

"It appears incontrovertible," says Reuter, in a wire received yesterday, "that if the nation is to advance or even to maintain its industrial position, we must make such research as will enable us to expand and strengthen our industries, and so compete successfully with our most highly organised rivals. We must make a substantial advance now, and not wait for the difficult period after the war." While it is distinctly cheering to see that the Home people can find any subject beyond the war to wax enthusiastic over, one is bound to see in the above a lamentable confession of past national incompetence. We would be the last to wish to see "reform" crammed down the throats of the public when the observance of a rational moderation would be infinitely preferable; and we are as ready as our most Tory neighbours can be to own that much, if not most, of Britain's greatness is due to her refusal to be hurried into the new before she has exhausted the possibilities of the old. A good deal of the progress which is so much vaunted, the world would be much better off without—as witness the performances of Germany, the highest product of our modern civilisation. But, all this notwithstanding, there is a limit at which healthy conservatism becomes no longer conservatism but a shameful lethargy, calculated to drag its possessor into a muddy backwater and leave him there, while his competitors glide gaily ahead and soon forget that he ever existed.

To this lethargy England (Scotland is quite another matter) has been in the habit of yielding where education is concerned, and the result of it is all too apparent to-day when competition between nations is in question. In Germany, Belgium or Sweden, in Japan, and to some extent even in America, the proposals of the Board of Education contained in the above-mentioned wire would create the most profound wonderment, for in all these countries, and in others as well, it has been an accepted idea for a century past that the commercial success of the nation depended on the thoroughly practical instruction of its children and young men. The founding of the University of London, some eighty years ago, gave the impression that the British intended to move with the times a little more; and, in recent years, it must be admitted that this and other new universities have done wonders in producing a number of men whose up-to-date knowledge, particularly in the matter of the sciences, does the country credit.

But what are they among so many? What is up-to-date with us is almost ancient history with the Germans, the Swedes, the Swiss or the Belgians. All these have realised that class subjects as class subjects are so much useless menial taggery, and that the knowledge acquired in the school room and lecture hall must be such as can be turned to practical account. Therefore they take as much trouble over the educating of a lad for stock-broking or insurance work as we at home should for the learned professions. To the mind of the average Englishman, the boy who is not going to enter one of the recognised professions, but is "going into business," might as well leave school at thirteen or fourteen as not. It is assumed that any fool can add up a column of figures, address envelopes and copy letters, and so the English boy becomes a clerk, without any definite commercial preparation, and, if ever he rises above that position, it is either because his friends have influence or else because he is one of the gifted exceptions whom no amount of bad start can keep in a subordinate position. The same boy in Germany—and even in Scotland—would remain at school till at least sixteen or seventeen, and then either proceed to a university or else continue his studies at evening classes till he was proficient in some branch of knowledge, essential to the successful prosecution of business. If the Board of Education is in earnest, much of our old useless system can be altered within a comparatively short time. Of course there will be difficulties, for, as a race, we do not take kindly to innovations. The most promising fact in connection with the whole thing is that we have undoubtedly had a fright where our commerce is concerned; and no one is more conscious of this than Hongkong business men who have seen something of Germany's elaborate preparations for capturing the trade of the Far East. So long as the wholesome effects of that fright last, all will be well. When they disappear it remains to be seen whether we shall grow weary in well doing or not.

The Armada.

On the Twenty-Ninth of July, 1588 our British sailors bravely put to flight the great fleet which Philip II of Spain sent to conquer the Homeland, and one is naturally tempted to ask: Could we do the same again to-day? There is, of course, no possible comparison between modern and Sixteenth Century methods of sea-fighting, and so one has to forget method and circumstance and to regard only the men. Since the present war began, it has been a plain enough fact that our blue-jackets are far nearer being the equals of their fathers than Europe generally would have been disposed to believe twelve months ago. At heart the British sailor—and his military brother—is what he always was: as good as gold and always ready for a scrap. It is the civilian population that has changed and, as recruiting figures have shown, cannot be universally relied upon to help the country when she is in difficulties.

A Contrast in Civilians.

In Elizabeth's time the civilian element would have been ashamed to acknowledge unfitness for more or less immediate war service. There was no distinction in point of efficiency and boldness between the man-of-warman and the fisherman or merchant sailor; and every landman knew the use of the bow or the sword. It is true that the shopkeeping class were largely looked down upon by the warlike nobles and their military retainers as "base mechanical persons"; but any one of the said persons would have been ashamed to acknowledge that he could not ride, shoot and handle the broadsword—and still more ashamed of hanging back if his services were needed to repel an enemy. Altogether, we are afraid that the modern British civilian does not shine when compared with his Elizabethan ancestor. But there is comfort in the undisputed fact that he is improving, and that gradually even the worst of the hangers-back will be ashamed into setting aside their personal concerns for the sake of maintaining the greatness of an empire more vast and more powerful than anything which even the ambitious Elizabeth could ever have dreamt of.

"A Splendid Spirit of Comradeship and Unity."

While on the subject of our fighting forces it is interesting to notice the remarks of the Archbishop of York concerning our sailors which appear in one of to-day's wires. What seems to have impressed His Grace the most is the good feeling existing between the navy men and the trawlers, and the admiration that all hands have for Sir John Jellicoe. This war has wiped out the old jealousy between the mercantile marine and the King's Navy more completely than anything else could ever have done. At one time, to the hard-worked quartermaster of a liner, the foremastmen of sailing vessels and the deck hands of tramps, the blue-jacket was a useless, dandified young man who "had everything done for him," who was dunned by the Government, and had no need for initiative or inventive capacity. At the same time, to the blue-jacketed poor Merchant Jack was a lubberly, slovenly, unprofessional, unsavory individual, ten degrees worse than a marine. A not dissimilar hostility existed between the R.N. officers and those of the merchant service. Now that the two have shed their blood together and have learned each other's worth in a score of ways this jealousy may be regarded as dead, and buried so deeply that it cannot be resurrected—which is as it should be.

TYPHOON WARNING.

Through the courtesy of the American Consul General we are able to publish the following: The telegram quoted below was received from the Manila Observatory at 10.45 a.m. July 29, 1915. Warning.—Low-pressure area extending from the China Sea to the Pacific across northern Luzon and the Philippine Channel. A real typhoon may develop later.

DAY BY DAY.

PRINCES ARE LIKE TO HEAVENLY BODIES, WHICH CAUSE GOOD OR EVIL TIMES AND WHICH HAVE MUCH VENERATION, BUT NO REST.—Bacon.

The Weather.

Lower level 8 a.m. Temp. 85; slight fog.
At the Peak 8 a.m. Temp. 80; sunshiny.

Count the Columns.

Yesterday the *Telegraph* published 34 columns of solid reading matter. To-day there will be 34½ published.

The Mails.

Siberian Mail.—Due per a.s. Kashgar to-day.
Siberian Mail.—Closed per a.s. Sinkiang to-day at 3 p.m.
English Mail.—Closes per a.s. Kashgar to-morrow at 9.30 a.m.

Up to the Minute—Share Market News.

Closing prices:—
Hongkong and Shanghai Banks.—\$817½.
Douglas's.—\$89½, buyers.
Indo-China.—\$149, buyers.
China and Manila.—\$5, 40 cents buyers x the return of \$4.50 per share.
Hongkong and K. W. and G. Co. Ltd.—\$79½, buyers.
Docks.—\$76, buyers.
Green Islands.—\$7.10, buyers.
China Sugars.—\$130, buyers.
Langkai.—The 38, sellers.
Unions.—\$925, buyers.

The Dollar.

The rate of the dollar on demand to-day is 9 1/16d.

To-day's Anniversaries.

To-day is the 327th anniversary of the putting to flight of the Spanish Armada, and the 15th of the assassination of King Humbert of Italy.

Yokohama Specie Bank.

We are informed by the local manager of the Yokohama Specie Bank that an Agency of this Bank will be opened in Sydney on August 3 under the charge of Mr. Ten Aizawa.

Kalian Mining Administration.

We are informed that the total output of the Administration's mines for the week ending 17th July amounted to 57,889 tons and the sales during the period, to 42,298 tons.

YARN REPORT.

Messrs Polishwalla and Kotwall in their yarn report dated July 29, state:—

Since the departure of the Mail "Sardinia" on the 28th inst., when we wrote that the appalling floods had caused an entire suspension of business, our market has undergone no change.

The only business which came under our notice being a few hundred bales for shipment to this coast port.

Deliveries remain poor. Total sales 900 bales. Unsold and undelivered in the godowns 57,000 bales.

Arrivals.—The Extra Sir "Kamakura Maru" from Bombay, has brought in 2,500 bales for Hongkong, and 2,100 bales for Shanghai. Shipment from Hongkong to Shanghai, coast ports & Co. 2,000 bales.

Shanghai.—This market is advised as steady with business passing.

Japanese Yarn.—So far as we know no sales from first hands have been effected.

Raw Cotton.—No sales for Bengal and Chinese. Quotation: Bengal at \$17 to \$21 Chinese at \$22 to \$27 per piece.

NOTES ON THE CRISIS.

GOOD NEWS ALL ROUND.

The Russian Fight.

Reuter gives us our full money's worth this morning, and, while we write, new and interesting wires continue to arrive. Naturally enough, Russian affairs still stand out as of foremost importance. Reuter's Petrograd man is a little more up-to-date than the communiques, and forwards the significant intelligence that already, owing to one strategic move or another, that long thousand-mile front has been reduced to about seven hundred miles. The movements of Germans are seemingly marked by a desperate and frantic anxiety to do what they can while time remains to them, and so they are proportionately impatient at the slow march of General von Mackensen. If they were making appreciable progress, however, their communique would not be slow to inform the world of the fact—seeing that both Austrian and German official messages announced the second fall of Przemyśl some time before that event took place. The latest Berlin communique certainly claims that the enemy has taken some thousands of prisoners on the Narew front, but Reuter's Amsterdam correspondent thoughtfully adds that "the very nature of the fighting casts the gravest doubts on such claims." If Germany could fight as well as she can lie, the Allies would have been in the back-ground long ago.

From the Dardanelles.

The Turks are reported as "feverishly" fortifying the Syrian coast, from the Dardanelles to the Gulf of Adramytti, as though in expectation of an attack from the Allies in that direction. We should have thought that "adding to existing fortifications" would have been nearer the mark. The French attack on Tenedos some two or three months ago showed that that coast was already anything but defenceless; moreover the fact that the troops of the Allies have never, so far as one knows, attempted any landing there (though the invasion of this territory by a strong force might materially shorten the Dardanelles agony) may be taken as proof that the coast is not badly off for defence. Another wire reports "some progress" on the right wing—possibly somewhere in the direction of Kilid Bahr—and the bombing of an aviation camp at Obank, on the other side of the Straits, by French airmen. With regard to the squabbling between Turks and Germans reported by a returned Dane, while the whole thing may be mere hearsay or just an exaggerated account of a meaningless barrack "scrap," there is nothing surprising in the statement that the Turks are hostile to the Germans. There was never any real love lost between the two, though each found it necessary to make use of the other. While the Turk remained in Constantinople and the German in Berlin, distance lent some enchantment to the friendship, possibly; but your German does not improve on closer acquaintance; in fact his manners are really deplorable; and so, when he comes to take up his abode in Constantinople itself, it is not surprising that the Turks should become gradually aware of his less excellent qualities and so begin to resent his presence entirely.

Other Wires.

Again the French have put up a magnificent fight in the Alsace region, achieving the sort of triumph more maddening to the Germans than anything short of a wholesale rush into Prussian territory could be, for the enemy, with their quaint mixture of brute obstinacy and romanticism, will cling more fiercely to Alsace-Lorraine than to any part. In the Cameroons the French seem to have determined to score relatively as big a success as that of General Botha in the south-west. This is not the first time that we have heard of exploits by German troops. The only wonder is that we have not heard more; but that, probably, will come in good time. The natives' demonstration in favour of the Allies is again nothing to be wondered at. What has Germany ever done for the native inhabitants of her colonies to make them love her?

MR. LLOYD GEORGE.

Important Visit to France.

The Press Bureau issued the following statement on June 21:—The Minister of Munitions travelled to Bolognion Saturday, June 19th, and had the pleasure of meeting there M. Thomas, the French Under-Secretary of State for War. The conference was arranged so that a number of Ministers could exchange views on the question of output of munitions of war, and meetings were held on Saturday evening and Sunday.

Mr. Thomas was accompanied by experts from the French War Office and Colonel Leroy Lewis, the British Military Attache in Paris, while Mr. Lloyd George had with him General Ivor Phillips, M.P., Sir Robert Llewellyn Smith, Mr. West, and Mr. J. T. Davies. The party returned to London on Sunday evening.

The following official statement is issued from the Ministry of Munitions:—

"The Minister of Munitions had the pleasure of meeting on June 15, at Whitehall Gardens, an influential and representative body, which has been formed to further the output of war material in London and the surrounding districts.

"The Minister confirmed the proposals presented to him at that meeting, and has authorised this body to be called the Metropolitan Munitions Committee. The Committee comprises the presidents of the Institutions of Civil, Mechanical, and Electrical Engineers, other prominent members of the engineering profession, trades and manufactures, and representatives of the public utility services in London.

"It also included representatives of the London County Council and of the London Chamber of Commerce.

"The Metropolitan Munitions Committee has appointed, with the approval of the Minister, a trustee and a finance board, and an inquiry and a census board, and also a management board.

"The Committee is at present engaged with the help of the Ministry of Munitions in dividing London into various districts, with small local committees and managers, in order to collect information of the possibilities of the districts, so that the Ministry may report to the Ministry in what way London can help."

VOLUNTEER ORDERS.

Corps Orders issued yesterday by Lieut-Col. A. Chapman V. D. state:—

Leave.

Pte. J. Duncan is granted leave of absence from 26. 7. 15 to 30. 11. 15.

Parades.

Parades for Thursday, 29th instant, 5.30 p.m. Recruits of Engineer Co. (except Quarry Bay Section), Centre Section M.G. Co. and Scouts Co. who have not been passed out Squad Drill and Rifle exercises at Headquarters under S. M. Higby. Remainder nil.

Detail.

Gun Club Hill, Kowloon: On duty until 30th instant: Scout Company. Officer on duty, Lieut. Murphy. Detention Camp, Kowloon: On duty to-night: No. 2 Sec. Art. Batty and the following members of Right Sec. M.G. Co.:—Pte. C. A. Goldenberg, T. L. Goldenberg, Machado and Mirza. Officer on duty, Lieut. Danby. On duty to-morrow night: Left Sec. M.G. Co. and the following:—Right Sec. M.G. Co.—Pte. F. Ellis, S. Sims. Parades: and Rother—Signalling Section—Pte. Garis, Lux, Chavez, Jennings & Percis. Officer on duty, Lieut. Row. Ordinary Officer, Lieut. Murray. Ordinary Sergeant, Corp. Section.

CASE ADJOURNED.

Solicitor Sick.

This morning in the Summary Court, before the Posing Judge, Mr. Justice Hassland, the case was mentioned in which Lo Pak Shu, of 88 Connaught Road Central, sued Sin In Fai of Gilman's Bazaar, to recover the sum of \$221.86 being the amount of principal and interest due under a Chinese borrowing note dated August 9, 1914.

Mr. G. B. Hayward of Mr. Lee D. A. Almadaz Oestre's office, who appeared for the defence, explained that Mr. R. O. Faithfull, who was for the plaintiff, was sick.

The case was put into to-morrow's list, the plaintiff paying the costs of the day.

LANGKAT OUTPUT.

Messrs. Wright and Hornby advise us that the Langkat output for the current month is as follows:—

July	Tons
1	253
2	265
3	235
4	248
5	240
6	280
7	250
8	258
9	220
10	228
11	238
12	230
13	240
14	222
15	249
16	256
17	275
18	275
19	247
20	262
21	235
22	251
23	230
24	241
25	229
26	228
27	229
28	208

Total to 28th inst. 6835

Daily average 244.11

SENTENCE ON DE WET.

Six Years' Imprisonment and Fine of £2,000.

Bloemfontein, June 22.—De Wet has been sentenced to six years' imprisonment and a fine of £2,000.

Judge Lange, in imposing sentence, emphasised De Wet's prominent position as leader of the people, and declared:—"Had it not been for you and some others associated with you, we should have heard nothing about rebellion."

Referring to the allegation that the Government's policy in connection with the German South-West African campaign was contrary to the Defence Act, the Judge pointed out that even if this policy were illegal, this did not justify the stirring up of rebellion. Dealing with the statement that De Wet felt strongly about the campaign because a number of the Cape rebels who had fled to German territory after the Boer war were still there, Judge Lange, who was one of the members of the Special Court which dealt with the Cape rebels, declared that not one of those cases was anything like so serious as that of De Wet.

The Judge pointed out that De Wet stirred up rebellion among his own people against a Government which he had assisted to put into power, and that at a time when the Government and the Sovereign were at war with a foreign enemy. He added:—"De Wet had not hesitated to go to the assistance of that enemy by endeavouring to reach Maritzburg. The Court did not accept the contention that the movement was an armed protest, holding that it was clearly an armed rebellion, and that it was inconceivable that the accused could expect to be allowed to march through the country with an armed force of the traitors and rebels, without meeting opposition from the Government and without having to face an application by De Wet to be allowed to call on the Government for assistance in an appeal was refused."

SPECIAL CABLE.

TYPHOON STRIKES SHANGHAI.

THE WORST FOR THIRTY-SIX YEARS.

(From Our Own Correspondent).

Shanghai, July 28, 2.45 p.m.
Enormous damage has been done by a typhoon, which struck Shanghai last night. All business is stopped. Several vessels are aground, but at the moment it is impossible to obtain details. The gale is continuing.

July 29, 12.05 a.m.

The typhoon is the worst that has been experienced here for the last thirty-six years. The Bund is strewn with cargo, wreckage, lanterns, lights, junks, sampans and yachts, while the steamer Tungshong is stranded in the Public Gardens, and the American naval collier is ashore at Yangtzepoo.

In the Settlements godowns and houses have been unroofed and the trees torn up everywhere, many Chinese have been killed. At Woosung seventy junks have either foundered, with all hands, or been dashed to pieces on the embankments.

There is no news of the vessels that have already sailed, and no vessels have arrived.

It is believed that Chefoo and Wei-hai-Wei are suffering heavily. The Chinese estimate that two thousand persons have been drowned. It is impossible to estimate the damage which is very great. Business is impossible to-day.

CALAIS.

The Key to England.

In one of a series of articles which "a neutral observer" is contributing to the *Times*, the German desire for the conquest of Calais, "the key to world power," and the subjugation of Great Britain, is described. The writer of the article says:—

An officer of the German General Staff, animating upon the advantages derived by the Allies from the supplies of munitions furnished by neutrals, said to me:—"The matter is simple. We must defeat the Russians—not merely drive them back so that they can recover and come on again, but defeat them a *fond*. We must drive them back into the heart of Little Russia in the south, free Bessarabia and offer it to Roumania for immediate occupation in order to keep peace with the Balkans, and push on, if possible, even as far as Odessa. In the north the Baltic Provinces will easily be cleared. Pro-German sympathies in Sweden will save us from danger in that quarter. Then we shall be free to turn our attention to the west, and to undertake the invasion of England."

"Calais in the hands of Germany is a key to world power," is a main article of the German creed. Imperialists believe that Calais must be secured if a lasting peace is to be attained. It is part of their programme to include in the territory to be annexed not only Belgium, not merely Calais and Boulogne, but to extend the western boundary of the Empire as far west as Berck-Plage, an Old Flemish (i.e., "German") fishing village and seaside resort some 15 miles south-west of Boulogne. With the frontiers of the new Germany extended to this point, they believe that Germany—no longer bottled up in the North Sea and compelled to dip her colours to England—will have fulfilled her mission and secured for herself "a place in the sun."

This is the serious conviction of many Germans. Unless the Allies' offensive in the West develops a driving power not hitherto revealed, and a powerful check inflicted on German arms in the near future, it would appear probable that the German General Staff will endeavour to carry out its original plan and make a vigorous thrust towards Calais and England.

England an El Dorado.
It is important to understand what "England," divested of the much-advertised feelings of "hatred," means to the intelligent German to-day. To the Germans, England has been from time immemorial the one country where they have carried on their work of peaceful penetration and, by slow stages, gained control of the business world. When, in the past, this control became threatening or irksome they have been driven out. A German pointed out to me that, by a curious coincidence, it was on August 4, 1898, that the German merchant

of the Hanseatic towns were expelled from England for commercial reasons and that on August 4, 1914, the present war was declared by England—as Germans pretend, for similar causes.

A German banker, quoting from statistics, declared that more than half "the City" was German, that the list of Germans acclimatized in England includes many of the most important personages in all branches of modern activity. This testifies to the attraction of England for the German people.

At the outbreak of the war there were 38,000 male German subjects in Great Britain engaged in various branches of commerce and industry. In London alone there were 60 German clubs, 11 German churches, several German schools and hospitals, a number of German journals, and a German theatre. Great Britain was regarded as a sort of commercial and industrial "El Dorado" which attracted many of Germany's most competent and efficient men.

Germans with whom I spoke seemed to realise that the fruits of this labour have been irretrievably lost. This is to them a matter of deep regret. One German timidly inquired, "Do you think Germans will be welcome in England after the war?" To the German who has never been abroad, England appears not merely the great commercial competitor of Germany but a country of fabulous wealth. Everywhere I heard the remark in reference to the vast expenditure caused by the war, "Oh! England can pay." Germans believe that it is England alone who will be in a position to pay the expenses of the war; and every German holds that England must pay them. France and Russia, Italy, Turkey—may, Germany herself—will be rendered almost bankrupt by the war.

Calculating the Indemnity

England alone will be able to stand the strain. So England will be compelled to pay. And the Germans are already busy calculating the probable indemnity. Germany received from France 2½ times the total cost of the campaign of 1870-71. Reckoning on this basis, Germany, Austria-Hungary, and Turkey should receive 75 milliards of marks (£3,750,000,000), but it is probable that this total will be doubled before the end of the war. The principle of Bismarck, that the defeated enemy must be "bled white" in order to prevent him from giving trouble in future, is to be enforced. Every German believes that a huge war indemnity will be paid by England. As it will not be possible to pay off so large a sum in a year or two, it is evident that the invasion and occupation of England are essential to secure payment, because she is held to be the richest, and best able to pay, for the war.

Idea such as these are current in all parts of Germany. I heard them expounded at the Stammtische, in restaurants in Hamburg, Leipzig, and other German cities. Though the war has lasted longer than

"BACK THEM UP."

Sir John French's Appeal for More Men and Material.

Mr. Ben Tillett, the well-known Labour leader, who has recently returned from a visit to the front, addressed the audience at the Palladium Music Hall, London, on June 21. He narrated his experiences, and read the following letter he had received from Field-Marshal Sir John French:—"I sincerely trust your visit to the front and the experience have been helpful and convincing. Our armies are doing splendid work, and more men and more material must be immediately forthcoming to back up the zeal and grit of our fighting force. Our men in the field are looking to the nation to vigorously back them up. Energetic measures and the concentration of our national resources to secure greater efficiency will lessen the loss of life by limiting the duration of the war."

TO AVENGE A BROTHER.

American Firm to Make Shells.

The loss of one of the Lusitania's passengers is responsible for an entire change of policy by the Trumbull Manufacturing Company of Bridgeport, Connecticut, of which the three brothers Trumbull were the head, says the *Daily News*. Mr. Isaac Trumbull, one of the brothers, was a victim of the Lusitania, and to avenge his loss the Trumbulls are turning their three great electrical and steel plants to the production of munitions of war for the Allies. Since the beginning of the war the Trumbulls have received offers of many contracts to make munitions, and large profits were assured them, but they have consistently refused, because of their scruples. The death of their brother, however, has changed their policy. Orders have been placed for machinery needed to turn out shells and cartridges, and very shortly the Trumbull plants will be making vast quantities of ammunition for use against the Germans.

was anticipated, every German is prepared to see it through to the end, no matter how great the sacrifice; and the invasion of England is the essential feature of the next German campaign. It is the conviction of the Germans that, should a landing in England once be made, the unopposed conquest of the southern counties would follow. As a German stated with much seriousness, "When William the Conqueror came over from Normandy it never occurred to the inhabitants of London to offer any resistance; and this will be the case to-day." In the German opinion, troops untrained in actual modern warfare, volunteers who have never been in action, could not offer serious resistance to a small army of veteran troops.

Calais as a Base.

The Germans believe that by using Calais as a base they can, with their new guns, having a range of over 20 miles, sweep the Channel clear of hostile ships and not merely destroy Dover, but cover a landing of their troops. This is to be carried out in small aluminium boats—held in readiness for the purpose—which could easily be transported overland. Submarines would ensure further protection if needed. Germans are confident that the confusion resulting from an air raid, carried out on a stupendous scale by all available German air-craft, will permit the rapid advance of the landing force on London.

In view of the nature of present military operations and the greater difficulties that have been overcome by the fighting forces in other theatres of war, the German plan cannot be dismissed as outside the realm of possibility or even probability. "Calais is the key to German world power," and it is reasonable to suppose that the Germans, believing this, will, when the occasion presents itself, endeavour to wrest this key from England. The importance of the task entrusted to the British troops holding the line not more than 30 miles east of Calais would seem to be at least as well understood in Germany as in England.

DAIRY FARM NEWS.

Some of Our By-products and Specialities.

CORNER BEEF, CORNER PORK,
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DRIPPING, LARD,
CORNER TONGUES, SMOKED TONGUES,
PORK PIES, &C., &C.
WHICH CANNOT BE EXCELLED FOR QUALITY.

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The French Jewellery House.

Grand Assortment in

WRIST WATCHES.

PRICES RIGHT.

As DIAMOND MERCHANTS we are LEADING in the East.

COMPANY MEETING.

Shanghai Dock and Engineering Co.

The ninth annual general meeting of shareholders in the Shanghai Dock and Engineering Co., Ltd., Shanghai was held on July 24 at the head offices of the company, No. 26 Broadway. There were present: Messrs. John Prentice (in the chair), R. S. F. McBain, H. A. J. Macray, J. Johnstone, E. O. Richards, (directors), W. S. Burns (manager), and James H. Osborne (Secretary). The attendance represented 7,055 shares.

The notice convening the meeting having been read, the chairman said:—"Gentlemen, The report and accounts having been in your hands for some time, with your permission we will take them as read. The year's working has been seriously affected owing to the war and the great reduction in the number of steamers coming here, but I think you will agree with your directors that the result in the circumstances may be considered satisfactory. The net profits for the year, including the amount brought forward from last year, and after paying all charges and allowing for all known liabilities amounts to Tls. 199,840.08, which your directors recommend should be dealt with as follows:—pay a dividend of Tls. 3.00 per share and carry forward to new account Tls. 34,240.80.

Depreciation. We have written off our depreciation account Tls. 47,159.95 and that account now stands at Tls. 452,840.05.

All the necessary repairs and up-keep of plant, etc., have been paid for out of revenue.

We, on the advice of counsel at home, did not proceed with the appeal in the Customs case. In the "Brodie Clark" case, which was settled entirely in our favour in the Supreme Court here, the Koochin Co., have given notice of appeal.

At our last meeting I informed you that we had made an agreement to sell part of our land at the International Dock. There has been delay in effecting the transfer, but this we think will be arranged shortly.

As regards the prospects of the present year, I think we can look forward to having a better one than the last. We have new work on hand, the prices for which amount to about as much as the total of last year's working, and we are in the market for other work and have every reason to hope to get orders for some of it. The election of Mr. Johnstone requires confirmation. Mr. Michaelson resigned his seat on the Board on May 17. It is not at present intended to fill the vacancy. In accordance with the Articles of Association I retire, and offer myself for re-election.

The accounts have been audited by Messrs. Lowe, Bingham and Matthews, who offer themselves for re-election. Before moving the adoption of the reports and accounts, I shall be glad to answer any questions regarding them to the best of my ability.

The following resolutions were then carried:

Proposed by the Chairman, seconded by Mr. Macray:—That the directors' report and statement of accounts made up to April 30, 1915, as printed and circulated, be adopted and passed; and the directors be authorized to pay a dividend of Tls. 3 per share to shareholders on the register at date.

Proposed by the Chairman, seconded by Mr. McBain:—That the election of Mr. John Johnstone as a director of the company be confirmed.

Proposed by Mr. McBain, seconded by Mr. Richards:—That Mr. John Prentice be re-elected a director of the company.

Proposed by Mr. Richards, seconded by Mr. Johnstone:—That Messrs. Lowe, Bingham, and Matthews be elected auditors of the company for the current year.

The Chairman, in closing the meeting, said: Dividend warrants will be posted to-morrow, excepting those to attorneys or representatives of enemy subjects of the nations at war with Great Britain and her Allies. These latter warrants will be sent to the Hongkong and Shanghai Bank or to the Chartered Bank and deposited in an account entitled: "The enemy dividend account," as directed by the King's Regulations, No. 10 of 1915.—N. C. D. News.

Opium and Dross.

A Chinese, charged at the Police Court, with being in unlawful possession of a small quantity of opium and also opium dross was fined \$40 in connection with the opium and \$5 with regard to the dross.

TO-DAY'S ADVERTISEMENTS.

BANK HOLIDAY.

IN accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be closed for the transaction of Public Business on MONDAY, the 2nd August, Hongkong, 28th July, 1915.

THE STEAM LAUNDRY Co., Ltd.

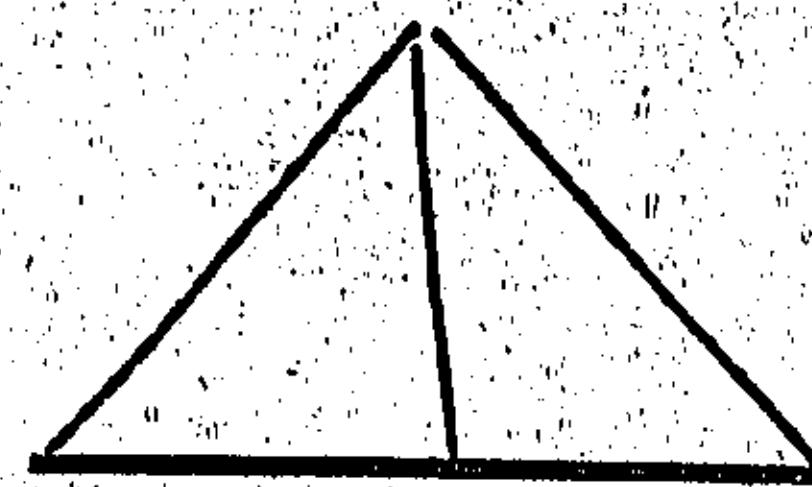
The Thirteenth Ordinary General Meeting of Shareholders in the above Company will be held at the Office of Sir C. P. Chater, C.M.G., on Saturday, the 7th August, 1915, at 12.30 p.m., for the purpose of receiving the Report of the Directors with a statement of Accounts to the 31st May, 1915.

The Transfer Books of the Company will be closed from 2nd August to 7th August, both days inclusive.

C. BERNARD BROWN,

Secretary.

Hongkong, 24th July, 1915.



PYRAMID HANDKERCHIEFS

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SMART DESIGNS IN WHITE and COLOURS.

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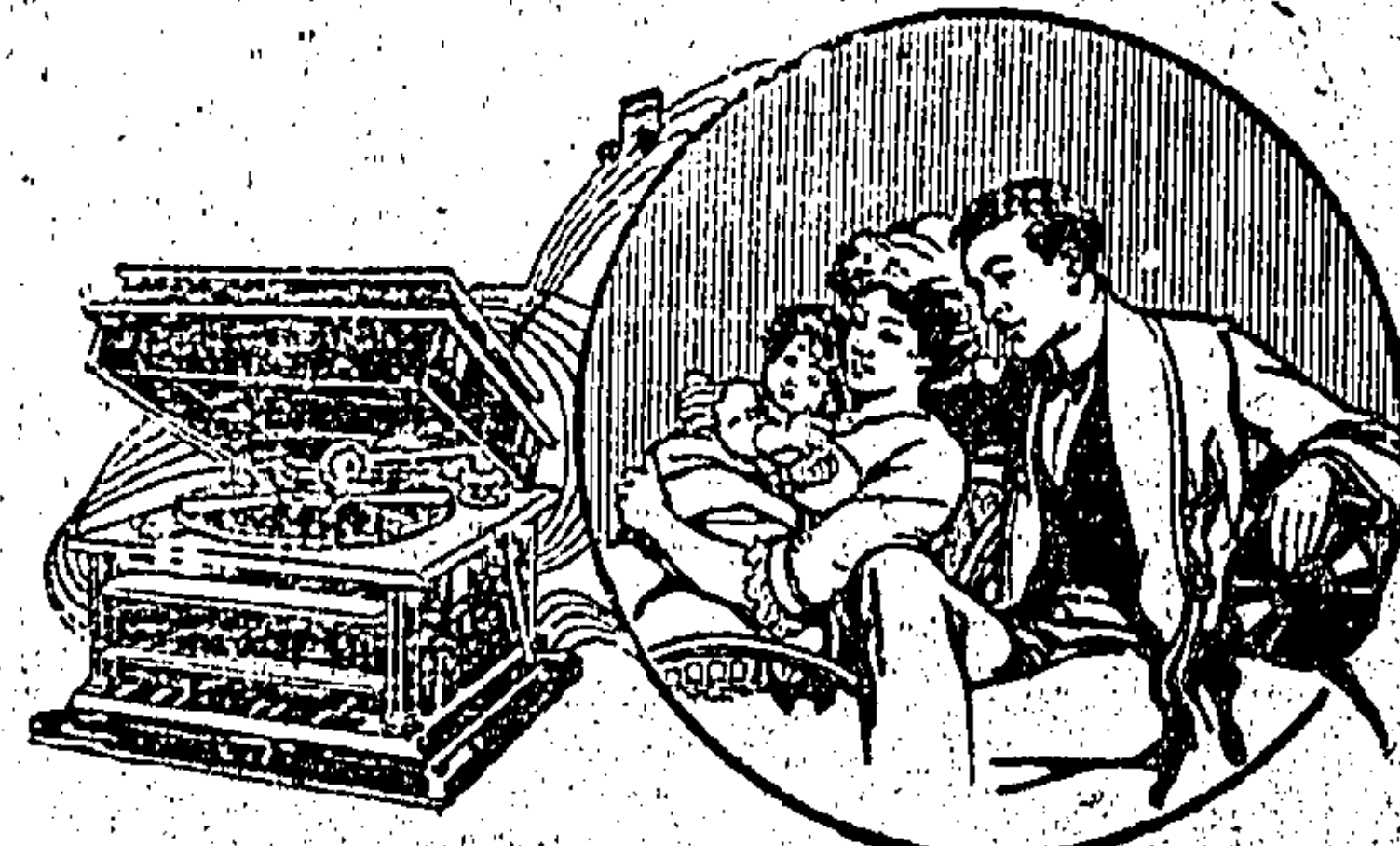
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" 2 " PINTS. " \$83.00.

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CHANGSHA	21st Aug.	25th Aug.

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Hongkong, July 29, 1915.

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HONGKONG-CANTON LINE.

HONGKONG TO CANTON. | CANTON TO HONGKONG.

THURSDAY, 29th JULY.

10.00 p.m. Fatshan. | 5.00 p.m. Kinshan.

FRIDAY, 30th JULY.

8.00 a.m. Heungshan. | 8.00 a.m. Honam.
10.00 p.m. Kinshan. | 5.00 p.m. Fatshan.

Single Fare by Night Steamer..... \$ 8.00
Return Fare by Night (available also for Return by day Steamer)..... 10.00
Single Fare by Day Steamer..... 4.00
Return Fare by Day Steamer..... 8.00

HONGKONG-MACAO LINE.

s.s. Sul Tai, Tons 1651. | s.s. Taishan, Tons 1651.

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MACAO TO HONGKONG.

Week days at 7.30 a.m. & 2 p.m. Sundays at 7.30 a.m. & 3 p.m.

EXCURSION TO MACAO.

SUNDAY, 1st AUGUST.

The Company's Steamship TAISHAN

will depart from the COMPANY'S WING LOK STREET WHARF at 9 a.m. and return from Macao at 3 p.m.

N.B.—The Company will also run a steamer from Macao on Sunday at 7.30 a.m., and from Hongkong at 1 p.m. from the Company's Wing Lok Street Wharf.

REDUCED FARES 2nd CLASS and DECK.

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Departures from Macao to Canton on Monday Wednesday and Friday at 9 p.m.

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CANTON-WUCHOW LINE.

s.s. Sainam, 588 tons and s.s. Nanning, 469 tons.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers LINTAN and SANUI. These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric fan in each Cabin.

Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m.

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THE JAPAN MAIL STEAMSHIP CO.

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Destination.	Steamers.	Sailing Date
MARSEILLES AND LONDON, via Singapore, Penang, Colombo, Suez & Port Said	Kashima Maru Capt. Yagi T. 20,000 Mishima Maru Capt. Wada T. 16,000	(THURS., 29th July, at noon. (THURS., 12th Aug. at noon.
VICTORIA, B.C., and SEATTLE via Keelung, Shanghai, Moji, Kobe, Yokohama, and Yokohama	Awa Maru Capt. T. Hori T. 12,500	(TUES., 10th Aug. at 4 p.m.
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane	Hitachi Maru Capt. Tomioka T. 12,500 Tango Maru Capt. Soyeda T. 13,500	(TUES., 17th Aug. at 11 a.m. (TUES., 14th Sept. at 4 p.m.
CALCUTTA via S'pore, Penang & Rangoon	Colombo Maru Capt. Sakamoto T. 8,000	(FRIDAY, 16th Aug.
BOMBAY via Singapore, Malacca and Colombo	Bombay Maru Capt. Torada T. 8,000	(MONDAY, 12nd Aug.
Kobe & Yokohama		
SHANGHAI, Moji and Kobe	Rangoon Maru Capt. Nomura T. 10,000	(MONDAY, 19th Aug.
NAGASAKI, Kobe & Yokohama	Tango Maru Capt. Soyeda T. 13,500	(SATUR., 14th Aug. at 10 a.m.
SHANGHAI, Kobe and Yokohama	Tosa Maru Capt. Takano T. 12,000	(WEDNESDAY, 14th Aug.

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" " Return " 900. " " Return " 825—
" 2nd Single " 400. " 2nd Single " 360—
" " Return " 605. " " Return " 550—

To London, Southampton, Liverpool via New York £60.13.0.
" " " " Montreal £60.3.0

To Victoria, Vancouver, Seattle, 1st Single £25.
" " " " 1st Return £7.10/—

To Sydney, 1st Single £40. To Melbourne 1st Single £41.
" 1st Return £72. " 1st Return £73.16/—

To Yokohama, 1st Return \$150. To Kobe 1st Return \$135.
" 2nd " \$ 90. " 2nd " \$ 83.

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HAIPHONG ...Kaitong ...2nd Aug. at 9 a.m.
MANILA, ORBU & ILOILO ...Chinhua ...3rd Aug. at 4 p.m.
SHANGHAI ...Yingchow ...3rd Aug. at 4 p.m.
SHANGHAI ...Chenan ...5th Aug. at 4 p.m.

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MANILA LINE—Twin Screw Steamers "Chinhua," "Taming," and "Teau." Excellent saloon accommodation amidstships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Teau."

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S.S. "Anhui," "Chenan," "Liangchow," "Luchow," "Yingchow," and "Sunkiang," with excellent accommodation, electric light and fans in Saloon and State-rooms, maintain a regular schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Hongkong 29th July, 1915.

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LIJN.

Regular Fortnightly Service between

JAVA CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tjikembang	JAVA	2nd Aug.	JAPAN	6th Aug.
Tjikembang	JAPAN	2nd Aug.	JAVA	4th Aug.
Tjikembang	JAPAN	9th Aug.	JAVA	6th Aug.
Tjikembang	JAVA	20th Aug.	JAPAN	10th Aug.

Wireless Telegraphy.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

For particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574

York Building.

[15

TOYO KISEN KAISHA

SAN FRANCISCO LINE

VIA SHANGHAI, MANILA, THE INLAND SEA
JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed	Leaves Hongkong
Chiyo Maru	22,000 - 21 knots	Tuesday, 24th Aug. at noon.
Tenyo Maru	22,000 - 21 knots	14th Sept. at noon.
Nippon Maru	22,000 - 18 knots	28th Sept. at 10.30 a.m.
Shinyo Maru	22,000 - 21 knots	12th Oct. at noon.

First Class to London.....£71.10. Return (6 months) £120.

First Class to New York.....£80. " " £96.10.

" " " San Francisco £45. " " £68.

Special Rates given to NAVAL & MILITARY, CIVIL SERVANTS, MISSIONARIES, and ROUND THE WORLD TICKETS issued in Connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE and VALPARAISO. THENCE BY TRANS-ANDERSON ROUTE TO BUENOS AIRES, ETC.

Anyo Maru 18,500 - 18 knots Friday, 10th Sept. at noon.

For Full Particulars as to Passage & Freight, apply to

K. DOI, Acting Agent.

Telephone No. 291

KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION.)

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	2nd Aug.	9th Aug. at 11 a.m.
Aldham	23rd Aug.	23rd Aug.
St. Albans	23rd Aug.	17th Sept.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

Gibb, Livingston & Co.

Agents.

DOUGLAS STEAMSHIP CO., LD.

Hongkong-South China Coast Ports.

Highest Class, Fastest and Most Luxurious Steamers on the Coast, having splendid Accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW RETURN.

(Occupying 9 to 10 days.)

Steamships.	Captain	Leaving
Haitan	J. W. Evans	FRI., 30th July at 2.30 p.m.
Haiching	W. C. Passmore	TUES., 3rd Aug. at 2.30 p.m.
Haimun	A. H. Stewart	FRI., 6th Aug. at 2.30 p.m.

Steamers will arrive at and depart from the Co.'s Wharf near Blake Pier.

For Freight and Passage, apply to

Douglas LaPrak & Co.,

General Managers.

LOG BOOK.

West Entrance to Dairen Harbour

Basin.
The west entrance to the Dairen Harbour Basin is to be narrowed from 600 feet to 400 feet. The breakwater on each side of the entrance is to be extended by 108 feet. How this alteration came to be introduced was, out of the desire to keep out the ice-floes in winter. The depositing of stones has already been completed and concrete blocks are to be put in their places. When the construction work is done, the extremity of each breakwater is to have a light-house as at the eastern entrance to the Basin. The open entrance is to have the depth of 30 feet at low water, and will be found deep enough for any vessel that may have access to the Basin. B.I.S.N. Company and Lynch Bros. General Sir A. Barret, Commanding the Persian Gulf Expedition, in his final despatch has the following reference to the British India Company and Messrs. Lynch Bros.—"I am glad to take this opportunity of expressing my thanks to the officers and crews of the steamers of the British India Steam Navigation Company which conveyed the troops from India at the outset of the operations while the Turks were still in occupation of the country. At this time there was much risk, owing to the difficult navigation of the river, and to the fact that the banks were often held by the enemy. The one desire of the captains of these vessels was to push forward as rapidly as possible and to afford us all the help that was in their power. The same remark applies to the captains of Messrs Lynch Bros' steamers and of the other river craft, which have been in constant employment on transport duties and have many times been in situations of considerable danger. The following are those who are worthy of special commendation.—Captain R. W. Cooper, H. T. Elephant; Captain G. B. Elton, H. T. Umaris; Captain J. S. Kilner, H. T. Ekma; Lieutenant S. L. Mills; R. N. R., H. T. Varel; Captain J. S. Reddock Kilner, H. T. Brinnara; Captain C. J. Swanson, H. T. Torilla; Captain C. H. Cowby, of the Mejdish; Captain R. O. P. Denney, of the Blaise Lynch; Captain E. W. Lyte, of the Shusan; Captain O. Sozalzewski, of the Malamir; Captain Hassan Bin Gholami, of the Sili; and Captain Tahir Bin Bangool, of the Mozzaffari.

Report of the Java-China-Japan

Line.

The report for 1914 of the Java-

China-Japan Line states:—"The

contract with the Government was

fully lived up to. Seventeen trips

were made on the China line, and

15 on the Japan line, whilst nume-

rous trips were made outside

the contract between Netherlands

India, Saigon and Hongkong.

Commerce in the Orient suffered

much from the universal war.

There was ample cargo space at dis-

posal in the region of our routes, so

that we had to face sharp competi-

tion and were unable to compen-

sate the increased working ex-

penses by corresponding rising

freights. The steamer Tjikem-

bang, which made her trial trip

on July 18, 1914, left Amsterdam

for Java on the 28th. There was

no paying outgoing charter to be

had, and thus the ship went in

ballast. She arrived at Batavia on

August 30, and left for her first trip

on the China line on September

1. As a result of the war the deli-

very of the sister ship Tjiandari

had to be delayed until April 8,

1915. Ample writings off have

been made on ships and further

property of the company. The

"Own Risk Insurance," shows a

loss of fl. 9,762, which was deduc-

ted from the Insurance Reserve

Fund, whilst 57,937 had to be

written off on unpaid damages.

Though falling outside the

year covered by the report,

we have to mention the loss of

the steamer Tjikahi, which ran

aground on the Paraels on May

14. The crew was safely landed

at Hongkong. The profits allow

of a distribution of a dividend of

6 per cent. Of what is left fl. 55,

656 goes to the State of the

Netherlands, fl. 8,333 to the

Reserve Fund, fl. 30,000 to em-

ployees' dividends, and fl. 13,355

to business tax, leaving fl. 5,490

to carry forward to the new ac-

count.

Oysters, Fresh Fried or Stewed

Fladen, Haddock, Kippers, &c.

ALEXANDRA CAFF

SHIPPING

INDO-CHINA STEAM
NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—(Subject to Alteration).)

For	Steamship	On
MANILA	Loongsang	Sat., 31st July at 3 p.m.
S'PORE, Pang & Calcutta	Kumsang	Sat., 31st July at 3 p.m.
MOJI & Kobe	Kutsang	Sun., 1st Aug. at daylight
W'WEI & Tientsin	Cheongshing	Sun., 1st Aug. at daylight
SINGAPORE	Onsang	Tues., 3rd Aug. at 3 p.m.
W'WEI & Tientsin	Chipshing	Wed., 4th Aug. at daylight
MANILA	Yuensang	Sat., 7th Aug. at 3 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Japan, returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Yatsing" and "Kumsang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.
* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.
† Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin, Dally, Weihaiwei.
‡ Taking cargo on Through Bills of Lading to Kudat, Lahad Datu, Simporia, Tawao, Usukan, Jesselton and Labuan.
For Freight or Passage.

Apply to JARDINE, MATHESON & CO., LTD.

Telephone No. 215.

General Managers.

R.M.S.P. THE ROYAL
MAIL STEAM
PACKET CO.PROJECTED SAILINGS FROM HONGKONG.
Subject to change without Notice.

HOMEWARD.

For	Steamer	Date of Departure
LONDON	Radnorshire	28th August.

TRANS-PACIFIC SERVICE.

SAILINGS TO VICTORIA, VANCOUVER, SEATTLE,
TACOMA AND PORTLAND.

For freight and further particulars, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Ex. No. 10. Agents.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN
Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at current Rates.

For Freight and Passage, apply to

JARDINE, MATHESON & CO., LD.

Telephone No. 215.

Agents.

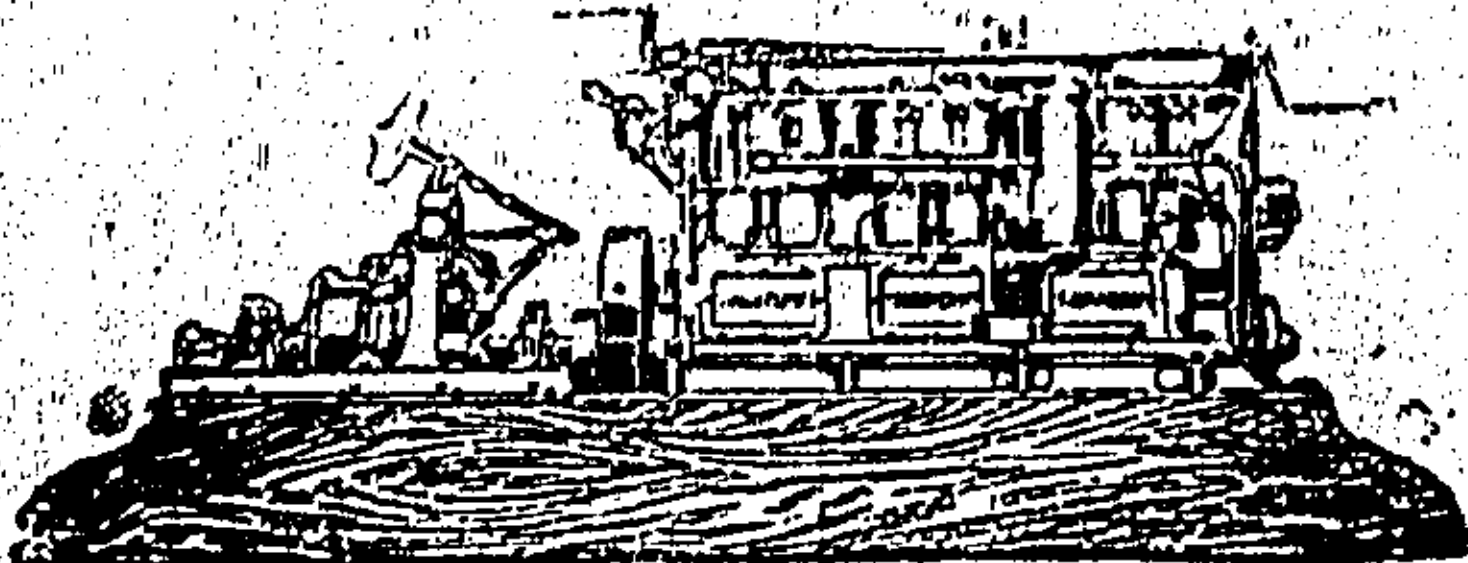
THE TAIKOO DOCKYARD
& ENGINEERING Co. OF
HONGKONG, Ltd.
TAIKOO DOCKYARD,
HONGKONG.SHIPBUILDERS, SALVORS & REPAIRERS, BOILERMAKERS,
FORGEWELTERS, BRASS & IRON FOUNDERS, CON-
STRUCTIONAL ELECTRICAL & MECHANICAL
ENGINEERS.WELDING & CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.Estimates given for quick construction and repair of Ships,
Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of
Engineering, Iron and Wood Work.GRAVING DOCK 78' x 88' x 34' 6"
Pumps empty Dock in 2-3/4 hours.THREE PATENT SLIPWAYS taking vessels up to 3,000 tons
displacement, providing conditions for painting ships with most
efficient results.100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVER-
HEAD CRANES throughout the Shops, ranging up to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes,
Rivets, etc.

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JOHN I. THORNYCROFT & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2
150 H. P.

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O.G. type Motor and Reserve Gear.
B.H.P. 70. Petrol 80.MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN
BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE
CRAFT OF EVERY DESCRIPTION.MOTOR PUMPING AND LIGHTING SHIPS, MOTOR
VEHICLES, etc.

Dockyard Manager

11 a.m. to 12 noon at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN, AGENTS.

Telephone Address—"TAIKOO DOCK."

TELEPHONE No. 21

VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
M'les, L'don via S'pore etc.	Kashima M.	N. Y. K.	29, July
London via Usual Ports of Call	Kashgar	P. & O.	30, July
Marseilles & London	C. of Rangoon	B. L. L.	31, July
Marseilles via Ports	Polythiesien	M. M.	7, Aug.
London via Usual Ports of Call	Malta	P. & O.	14, Aug.
New York via Ports & Suez Canal	Indrawadi	S. T. Co.	17, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

Seattle	Shwaei M.	J. M. Co.	E. of July
San Francisco via S'hai & Japan &c.	Persia	P. M. Co.	3, Aug.
Via T'ma via K'lung & S'hai B.C.	Seattle M.	O. S. K.	6, Aug.
San F'co via S'hai & Japan &c.	Korea	P. M. Co.	10, Aug.
Vancouver and Seattle	Saikai M.	J. M. Co.	10, Aug.
San F'co via Manila & Japan &c.	Siberia	P. M. Co.	17, Aug.
San F'co via S'hai & Japan &c.	China	P. M. Co.	31, Aug.
Mexican, Peruvian and Chile			
Ports via Japan	Anyo M.	T. K. K.	10, Sept.
San F'co via M'la & Japan &c.	Nippon M.	T. K. K.	28, Sept.

AUSTRALIA.

Australian Ports via Manila	Eastern	G. L. Co.	9, Aug.
Australian Ports via Manila	Hitachi M.	N. Y. K.	17, Aug.

SINGAPORE, COAST PORTS AND JAPAN.

S'pore, Pang, R'goon & Calcutta	Ceylon M.	N. Y. K.	29, July
Hiphong	Sungkiang	B. & S.	29, July
Shanghai	Malta	P. & O.	30, July
Bombay via S'pore, Port S'ham, Penang & Colombo	Inaho M.	O. S. K.	2, Aug.
Shanghai, Kobe & Yokohama	Tosa M.	N. Y. K.	4, Aug.
S'pore, Pang, R'goon & Calcutta	Colombo M.	N. Y. K.	6, Aug.
Batavia, Cheribon, Samarang, &c.	Tjikembang	J. O. J. L.	7, Aug.
Manila	Yuensang	J. M. Co.	7, Aug.
Shanghai, Moji & Kobe	Rangoon M.	N. Y. K.	9, Aug.
Nagasaki, Kobe and Yokohama	Tango M.	N. Y. K.	14, Aug.
Singapore, Mauritius & South African Ports	Madawaska	B. L. L.	25, Aug.
S'hai, Moji, Kobe and Yokohama	Nora	P. & O.	26, Aug.
Shanghai	Tjipanas	J. O. J. L.	Q. deep.
Shanghai	Tjitaroem	J. O. J. L.	Q. deep.
Japan	Tjilatjap	J. O. J. L.	Q. deep.
Shanghai	Tjimanok	J. O. J. L.	Q. deep.
Shanghai	Tjibodas	J. O. J. L.	Q. deep.

HONGKONG-NEW YORK.



AMERICAN ASIATIC S.S. Co.

FOR NEW YORK VIA PORTS & SUEZ CANAL.

(With liberty to call at the Malabar Coast).

The s.s. "INDRAWADI."

on or about 15th August 1915.

For freight and further particulars, apply to

SHEWAN TOMES & CO.,
General Agents.

TO SAIL.

FOR SEATTLE.

The Steamship

"SHINSEI MARU"

will be despatched about the
end of July.For freight and particulars,
apply toJARDINE, MATHESON
& Co., Ltd.
Agents.

Hongkong, 30th June, 1915.

TO SAIL.

THE INDRA LINE Ltd.

For Boston & New York,
via Suez.For Freight, Passage and
Further Particulars, apply to—
JARDINE, MATHESON
& CO., LTD.
Agents.Telephone No. 215 Sub. Ex. No. 9.
Hongkong, 23rd February, 1915.MOVEMENTS OF
STEAMERS.

ENGLISH MAIL.

The P. & O. s.s. MALTA left Singapore
for this Port on the 28th instant at p.m.
with the outward English Mails, and is
due here on the 31st inst. at about 4 p.m.

CANADIAN MAIL.

The C.P.R. s.s. MONTAGUE left
Yokohama on Saturday, the 17th July at
2 p.m. due to arrive Vancouver on Satur-
day, the 31st July.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left
Sydney for this Port (via Queensland
Ports Port Darwin and Manila) on the
10th inst., and may be expected to arrive
here on or about 2nd August.

AMERICAN MAIL.

The P. M. s.s. KOREA sailed from
Yokohama yesterday, via Manila for
Hongkong.
The mails have been transferred to the
s.s. AWA MARU of the Nippon Yusen
Kaisha, scheduled to arrive at Hongkong
on the 1st August.The P. M. s.s. MANCHURIA arrived at
San Francisco on the 26th inst.

MERCHANT STEAMERS.

The L. C. S. N. s.s. KUTSANG from
Calcutta is due at Hongkong on the 31st
July.

VESSELS IN PORT.

Steamers.

Heinrich, Chinese s.s. Monro, 12th July	Tientsin, Gen.—C.M.S.N. Co.
Tjimanok, Dut. s.s. 3,510, A.W. La Rooy, 18th July—Java 12th June, Su- gar—J. O. J. L.	
Pheumpong, Br. s.s. 1,065, W. C. Bird, 22nd July—Saigon, 17th July, Rine & General—Cowan	
Fookiang, Br. s.s. 1,987, T. Grant, 23rd July—Moji, 17th July, Gen.—I. C. S. N. Co.	
Taiyang Maru, Jap. s.s. 1,529, Yamada, 22nd July—C. W. Tao, 14th July, Cal—Dowell	
Haiyang, Br. s.s. 1,382, A. E. Hodgins, 23rd July—Saigon, 19th July, Rice—Chinese	
Tamil, Br. s.s. 919, J. Cowan, 23rd July—Swatow, 22nd July, Gen.—B. & S.	
Ana, Nov. s.s. 1,017, A. Arnoux, 26th July—Batavia, 19th July, Rice—Thomson & Co.	
Shinon, Br. s.s. 1,350, J. Sangster, 25th July—Saigon, 20th July, Rice—Roy & Co.	
Singan, Br. s.s. 1,047, D. G. Mills, 25th July—Saigon, 22nd July, Gen.—B. & S.	
Unai Maru, Jap. s.s. 1,956, I. Kurashina, 25th July—Moji, 19th July, Coal—M. B. Y. K.	
Oriental, Br. s.s. 3,085, Valenard, 25th July—Shanghai, Gen.—P. & O.	
Wai Shing, Br. s.s. 1,170, M. Pichonell, 24th July—Hobson, 23rd July, Gen.—J. M. & Co.	
Sungkiang, Br. s.s. 987, J. Robinson, 26th July—Hobson, 21st July, Sugar—Butterfield & Swire.	
Kumang, Br. s.s. 2,077, E. V. Knight, 27th July—Moji, 22nd July, Gen.—J. M. & Co.	
Sinkiang, Br. s.s. 1,616, O. C. Williams, 26th July—Swatow, 25th July, Gen.—B. & S.	
Anyo Maru, Jap. s.s. 1,296, K. Yamamoto, 26th July—Wakamatsu, 19th July, Coal—Furukawa & Co.	
Persia, Br. s.s. 2,744, J. Hill, 27th July—San Francisco, 26th June, Gen.—R. C. Morton.	
Hyson, Br. s.s. 4,232, G. Moir, 27th July—Manila, 25th July, Gen.—B. & S.	
Tamon Maru, Jap. s.s. 2,149, D. Numi, 27th July—Mororan, 17th July, Coal—M. B. Y. K.	
Eligor, Nov. s.s. 875, M. Ellissen, 28th July—Dally, 21st July, Bean—Chinese.	
Nichiren Maru, Jap. s.s. 1,400, S. Suzuki, 28th July—Tourane, 25th July, Gen.—Chinese.	
Changchow, Br. s.s. 1,240, Graham Mous, 28th July—Swatow, Gen.—B. & S.	
Glenfalloch, Br. s.s. 1,434, McKenzie, 28th July—Singapore, 22nd July, Gen.—Chinese.	
Wingang, Br. s.s. 1,577, Leshman, 28th July—Manila, 24th July, Gen.—J. M. & Co.	

TO SAIL.

REDUCED FIRST CLASS FARES.

GREAT NORTHERN STEAMSHIP COMPANY.

s.s. "MINNESOTA." (CAPT. T. W. GARLICK.)

Capacity 28,000 Tons. 27,500 Tons Gross Register. Length 680 Feet. Beam 73 Feet.

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For SEATTLE via MANILA, NAGASAKI, INLANDSEA, KOBE & YOKOHAMA.

Hongkong, Manila & Shanghai to Seattle or San Francisco	438
Round Trip Tickets (Good for Six Months)	54
Nagasaki to Seattle or San Francisco	53
Round Trip Tickets (Good for Six Months)	49.10
Kobe and Yokohama to Seattle or San Francisco	51
Round Trip Tickets (Good for Six Months)	45.10
Manila, Hongkong, Shanghai or Japan Ports of call to London	65
London and Return (Six Months)	109
Manila, Hongkong, Shanghai or Japan Ports of call to London and Return (24 Months)	114
Reduced rates to all Points in the United States, Canada, and Europe.	
Luxurious Passenger Accommodation—Suites and State-rooms (all outside rooms), Music room, Library, Smoking room, Nursery, Laundry, Telephones, etc.	
DIRECT connection at Seattle with Great Northern and Northern Pacific Railways for all points in the United States, Canada and Europe.	
Cabin passengers may travel by rail if desired, between ports of Yokohama, Kobe and Nagasaki, without extra charge.	
Special rates to Missionaries, and their families.	
For full information regarding freight and passage apply to	
NIPPON YUSEN KAISHA, Agents.	
Prince's Building.	

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

TO

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sails.
LONDON	City of Rangoon	4th Aug.
LONDON	Kandahar	25th Aug.

Subject to change without notice.

For rates of freight and further information apply to

THE BANK LINE, LTD.

General Agents.

Hongkong, 29th July 1915.

"GLEN LINE"

(MCGREGOR GOW & Co.) LTD.

For Genoa, London & Hull

For freight and Further Particulars, apply to

SHEWAN TOMES & Co.

Hongkong 9th July 1915

HONGKONG & WHAMPOA DOCK CO., LTD.

TELEGRAPHIC ADDRESS: "MANIFESTO" HONGKONG.

Codes Used: A1; A.B.C. Fifth Edition; Engineering, First and Second Editions; Western Union and Watkiss

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

Iron and Brass Founders, Forge Masters, Electricians.

ACETYLENE CUTTING AND WELDING FOR SHIP AND BOILER REPAIR.

Modern up-to-date plant operated by our own specially trained
workmen under expert European supervision.
All classes of light Steel work manufactured by the above process.
Tanks, Drums, Ventilators, Pipes, &c., &c.

THE DIMENSIONS OF DOCKS AND SLIPS ARE AS FOLLOWS—

NAME OF DOCK OR SLIP	LENGTH OF DOCK OR SLIP	BREADTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP	DEPTH OF DOCK OR SLIP
KOWLOON					
No. 1 Dock, Kowloon	200	100	10	10	10
No. 2 Dock, Kowloon	200	100	10	10	10
No. 3 Dock, Kowloon	200	100	10	10	10
No. 4 Dock, Kowloon	200	100	10	10	10
No. 5 Dock, Kowloon	200	100	10	10	10
No. 6 Dock, Kowloon	200	100	10	10	10
No. 7 Dock, Kowloon	200	100	10	10	10
No. 8 Dock, Kowloon	200	100	10	10	10
No. 9 Dock, Kowloon	200	100	10	10	10
No. 10 Dock, Kowloon	200	100	10	10	10
No. 11 Dock, Kowloon	200	100	10	10	10
No. 12 Dock, Kowloon	200	100	10	10	10
No. 13 Dock, Kowloon	200	100	10	10	10
No. 14 Dock, Kowloon	200	100	10	10	10
No. 15 Dock, Kowloon	200	100	10	10	10
No. 16 Dock, Kowloon	200	100	10	10	10
No. 17 Dock, Kowloon	200	100	10	10	10
No. 18 Dock, Kowloon	200	100	10	10	10
No. 19 Dock, Kowloon	200	100	10	10	10
No. 20 Dock, Kowloon	200	100	10	10	10

HEAD
OFFICE: KOWLOON
Telephone No. 1TOWN OFFICE,
QUEEN'S BUILDINGS,
Telephone No. 20, Hongkong.

Please Address Enquiries to the Chief Manager

E. M. DYER B.Sc. M.I.N., Kowloon Dock, Hongkong.

THE HONGKONG TELEGRAPH. EXTRA

HONGKONG, THURSDAY, JULY 29, 1915.

THE KWANGTUNG FLOODS.

U.S. Vessel Arrives with Shanghai Gifts.

Generous gifts are still arriving for the flood sufferers, and all classes of the community are doing their utmost to continue the relief work. To-day the U.S. ship "Surprise", lent for the purpose by the kindness of the American admiral, arrived in Harbour laden with rice, medicines and other gifts from the Chinese of Shanghai. It was originally thought that the ship would proceed direct to Canton and unload there, but it was finally decided to hand her cargo over to the Tung Wah authorities in Hongkong.

The Japanese of Canton are continuing their kindly labours on behalf of the poor of Canton. Their leading honga have organised a relief committee and have established a distributing centre for rice on the native bund. The Japanese of Hongkong are, we understand, co-operating with them in this charitable work.

Subscription List No. 12.
The Tung Wah Hospital begs to acknowledge with thanks the following donations to the Kwangtung Flood Relief Fund.

Per Messrs Yee Cheong from the Chinese at Taipei Yen 1310, \$1512.70.

Per Mr. Yu Kam Sheng of H. M. Dockyard's compadore Dept. 308.80.
Staff of the Dairy Farm Co., Ltd. 177.00.

Hon. Treasurer, Union Church collections taken on the 25th inst. 125.00.

The following subscribed 100.00: Mr. A. Abdolrahim, Messrs Sui Cheung, Messrs Wing Hang, Messrs Yue Loong Wing Kee.

Per Kwong Wung Wa Hospital collection No. 10, 92.85.
Mr. Wong Lin Sang's 4 steam launches, 60.20.

Per s.s. Taishan's steward, 36.50.
Messrs Chung Wo Yuen, 30.00.
Anonymous, (\$29.60).

The following subscribed \$25.00:—Messrs Kwong Tak Yuen, Tin Tak Kuk, Mr. Wong Kai-ki, Mrs. Wong Chan-shi, Messrs Wa On Hong, Messrs King Nam-Hing, Messrs Yuen Chun, Messrs Kwong Man Loong, A European broker, Mr. Fung Tai Wan, Mr. and Mrs. S. M. Churn, Messrs Kwong Shing Lee, Wing Shing Cheong, Kwong Tai Wing, Shui On Tai, Wang Kee, Shing Chai Tong, Kwong Sang Cheong, Tang Lee, Kwong On Tai, Wing Loong Hing, Mr. Cheek Ming Hing, Messrs Tuk Leo, Mr. Chau Yam Kui, Messrs Kam Fung Mei, Kwong Lung Chau Shing Hong, Mr. Lai Quin Wa, Master Ng Tak Cheung, Messrs Sam Shing Cheong, Soukness Ma Yuk Hing, Mr. Leung King San, Mrs. Ho Choy Shi, Compadore to Mr. G. Martini, Chan Shin Hing, Lu Yee Yiu, Ho Yue Sang, Messrs Kwong Wo, Compadore to Carl Bodiker and Co.

Mr. Cheong Min 1 \$10 gold piece 23.15.
No. 1 Theatre of Wongkok Yau-mat 23.10.

Anonymous 21.50.
O. Wan Girls School of Hollywood Road 21.15.

Mr. Agassiz 10.00.
Messrs. Moledeen and Co. 5.00.

Already acknowledged 285601.85.
Total \$289524.00.

Dr. and Mrs. de Carvalho.

Among the passengers who returned to the Colony yesterday, by the Kasima Maru, were Dr. and Mrs. Arthur de Carvalho, who were recently married in Japan, where they spent their honeymoon.

Not returning to the East.

We understand that Mr. James M. Jones, headmaster of the Ellis Kadoorie School at Canton, who is at home on leave, will not return to the East, having accepted an appointment in England.

THEATRE ROYAL.

Howitt-Phillips Company's Return.

The dramatising of Mr. Rex Beach's popular novel "The Barrier" does not strike us as an unqualified success; in fact we even doubt if its original stage possibilities were sufficient to justify the dramatisation at all. The scene is laid entirely in an Alaska mining camp, and the "barrier" is the eternal one of colour. Treating it as a novel, an author has limitless possibilities at his command in the situation that arises: that of a young American officer's falling in love with a girl who lives at a camp, and—when his choice is definitely fixed—having the news sprung upon him that she is a half-breed. But unless both author and actors agree to establish the horror of such a position so that it cannot be misunderstood or under-estimated by the spectators, both title and main theme would appear to be wasted. We say "horror" because it is the only term that describes the feeling that would arise in the breast of any person of the Southern States who happens to be proud of his descent from the earlier European settlers in America.

There was little in last night's presentation of the story to convince one that any such horror existed in the mind of the hero, nor does the author sketch for us a particularly convincing villain. This gentleman (whose part was played by Mr. Howitt) is of the hard, cold-blooded variety; so cold-blooded that it is difficult to believe that, after he has received his death wound and has liberally cursed everybody, he would be likely to make the confession which rids his enemy of the chances of being hanged for murder. Mr. Howitt was never altogether happy in his part, and it was only occasionally that a passing spirited flash of really good work, reminded one that he has proved himself in other plays, to be an actor above the average.

The play was a slow one, and it would have taken a good deal to redeem it from mere boredom on the one hand, and mere blood and thunder on the other. It was as though the author knew well enough what he wanted to say, had seen and appreciated the wild mixing life, and had conceived magnificent situations—yet could not put his conceptions into the proper words. Mr. Carl Lawson, as the United States army officer, proud of his Kentucky lineage, had quite a straightforward part, though it was not till the final act that he made the most or best of it. Mr. Cyril Rawdon was cast for a very pathetic role—that of a simple and honest Frenchman who loves the heroine with that beautiful affection that can keep self and self-interest entirely in the background. Mr. Wheeler Dryden was particularly successful as the lovable "no-user" whom one meets in every walk of life, and his acting merits high praise.

Miss Doris Phillips, as the half-breed who finally proves to be no half-breed at all, was very convincing in a character that was manifestly beyond her strength, and that called for an experienced actress; capable of making the audience realise her position whether it would or not.

It was really Miss Ada Edney and Mr. Jack Elagert who saved, or made, the play. The latter, as a man embittered by the results of another's villainy, and having very little to live for apart from his love for his adopted daughter, was uniformly good, particularly in his manner of allowing sullenness of long habit to blaze into genuine passion upon occasion. Value was added to his work by his splendid mastery of the American accent. Miss Edney, as his Indian squaw,

AN ACTOR'S CLOTHES.

Claim Sustained against Chinese Performer.

This morning the conclusion was reached in the case which has occupied the attention of the Puiuen Judge, Mr. Justice Hazeland, for a number of sittings, and which concerned the suit of the Tak Wa Lung Firm, silk and piece goods dealers, against an actor of the Ko Shing Theatre, named Keong Wan Hok alias Keong Wan Hap, claiming the sum of \$122.31 being the balance alleged to be due for goods sold and delivered to the defendant by the plaintiffs.

The goods in question were dresses and pieces of silk to the value of \$142.31 of which sum it was alleged by the plaintiffs that only twenty dollars had been paid. Mr. Agassiz of Messrs. Harding and Agassiz appeared for the plaintiffs and Mr. J. H. Gardiner for the defendant. His Lordship entered judgment for the full amount with costs in favour of the plaintiffs.

ENTRIES FOR THE AUGUST GYMKHANA.

Tent Pegging.
J. Gibb, L. P. Goldney, T. Duguid, G. O. Moxon, C. O. Boyd, Lt. A. W. Forbes R.N. Major Lawder, V.G. Smyth, C. H. Blason, G. K. H. Bratton.

Gymkhana Stakes.
Mascoite, Ping, Ping, Saxon Chief, Baroda Chief, Aldwyck, Duke Dablia, Tinker, Soldier, Sammie, Maybey, Roman Chief, Lorenzo, Bending Race.

Danrobin II, Ben Mohr, Anon, Bender, Buttercup, Tipperary, Apothecary, Fluke, Thurlston, Skreel.

Once Round Flat Race Handicap.
To be divided into two classes.

Mascoite, Aircraft (Jaipur Chief), Alverstoke, Ping Ping, Saxon Chief, Baroda Chief, Duke Dablia, Tinker, Soldier, Shabrang, Kukri, Sammie, Winning Hazard, Beestock, Wild Cat, Lorenzo.

Ladies Nomination.
J. Gibb, B. Chapman, L. P. Goldney, A. Anderson, G. O. Moxon, P. A. Gace, C. O. Boyd, Lt. A. W. Forbes R.N., R. T. Barton, G. K. H. Bratton, Fisher.

One and a Quarter Mile Race Handicap.
Sunlight, Mascoite, Saxon Chief, Baroda Chief, Aldwyck, Duke Dablia, Tinker, Shabrang, Kukri, Maybey, Roman Chief, Wild Cat, Lorenzo.

ENEMY BANNED.

Association of Exporters and Dealers of Hongkong.

At an extraordinary General Meeting of Members held this afternoon the following Resolution authorising an addition to the Rules was passed:—

1. That the Rules be altered by the addition of the following new Rule to be numbered XXII, viz:—

"Any Member who is the 'subject of a nation between which and Great Britain a state of war exists shall ipso facto 'cease to be a Member.'"

A full report of the meeting will appear in the Telegraph tomorrow.

was as near to perfect as might be. She is one of the few actresses visiting Hongkong who really understand the meaning and value of suggestion. It was with this that she made the part assigned to her in "Milestones" on the company's former visit, and is occupied its due prominence in her acting last night, and it is fair to say that she converted what many actresses would have regarded as a small affair into a really great part.

VOLUNTEER ORDERS.

Corps Orders issued to-day by Lieut Col. A. Chapman V. D. State:—

Joined.
Sapper H. A. Mcsodeen joined the Corps on 29th inst., allotted Corps No. 1879 and posted to Engineer Company.

Weekly Reports.
The weekly State is required at the Ordinary Room not later than 5 p.m. to-morrow, 30th inst.

Inspection of Arms.
Members of No. 1 Section Scouts Company will return their rifles and bayonets to Headquarters to-morrow, 30th inst., for inspection. They will be ready for re-issue on Saturday morning, 31st inst.

King's Park Range.
This Range has been allotted as follows:—H. K. Police, 30th July—4 p.m. to dusk. H. K. Police, 31st July—12 noon to dusk. No. 1 Section Scouts Company 15th August—9 a.m. to noon "O" Company, H. K. V. R. 29th August—all day.

Parades.
Parades for Friday, 30th inst. at Nil.

Detail.
Gan Club Hill, Kowloon. On duty until to-morrow morning. Scouts Company. Officer on duty Lieut. Murphy. Next for duty H.K.V.R.

Detention Camp, Kowloon.—On duty to-night Left Section M. G. Co. and the following: Right Section M. G. Co. Pies. F. Ellis, Seta, Tavares & Rocha. Signalling Section Pies. Garcia, Luz, Chaves, Jennings, Pereira and 4 others. Officer on duty Lieut. Rees. Orderly Officer Lieut. Murphy. Orderly Sergeant Corpl. Shenton. Next for duty H.K.V.R.

PROFESSOR SAINTSBURY.

Professor Saintsbury has just retired from the Chair of Rhetoric and English Literature in Edinburgh University, which he has occupied for the past twenty years. Dr. Saintsbury began his life as a teacher, and has been as far south as Gaerney and as far north as Elgin, but much of his best work was done in the twenty years he spent in London, largely as assistant editor of the *Saturday Review*. The Chair of English Literature at Edinburgh has been held by some notable men. This is accounted for less by its value than by the fact that it was founded in 1762, and was for a long time the only Professorship of English Literature. Its value is about £830 a year. Professor Saintsbury's immediate predecessor, David Masson, the author of that rather too voluminous life of Milton, was one of the greatest and best informed of nineteenth-century literary critics. Masson, again, was the successor of Aytoun, a brilliant but somewhat unproductive genius, who was one of the chief figures of Edinburgh literary society in the early part of last century.

HOW AUSTRIA PREPARED.

Trenches Constructed Years Before the War.

Udine, June 22.—The recent stormy weather having ceased, the general attack on the enemy's positions has been resumed with greater violence than ever. The Italians are finding a strong and better organised resistance on the part of the Austrians, whose numerous defences were prepared years before the outbreak of war. Their many lines of entrenchments, which include tunnels, galleries, and caves excavated in the rocks, conceal artillery, while in other places false trenches have been constructed to deceive the enemy. There are also plenty of ditches, traps, and wells, which form a complete labyrinth.

THE SALE OF DRINK.

Powers of Central Control Board.

Evidence of the activity of the Minister of Munitions may be found in an Order in Council, published in a supplement to the *London Gazette*. In this order, made under the Defence of the Realm (Amendment) (No. 3) Act, 1915, there are regulations to control the supply of alcohol in industrial districts, and there is an announcement of the institution of a Central Control Board (Liquor Traffic). The board is to consist of a chairman and such persons as the Minister of Munitions may appoint.

The powers of the board are defined at some length. It may order that any licensed premises or club in any area in which intoxicating liquor is sold by retail shall be closed; it may regulate the hours during which any premises or clubs may be kept open; it may prohibit the sale of any specified kind of intoxicating liquor; and, finally, it may require the business of licensed premises to be carried on under its own supervision. The scope of the board's authority is wide. For instance, it may itself undertake exclusively the sale of liquor in any district and it may make provisions to prevent "the practice of treating." Power is also given to the Board itself to establish refreshment rooms for the "general public," or for "any particular class of persons," or persons "employed in any particular industry," and licensed or unlicensed premises for this and other purposes may be acquired compulsorily.

One clause in the Order confers on the Board the right to conduct the sale of intoxicating liquor and tobacco without a licence from justices or the Excise. Provision is also made as to the dilution of spirits and the suspension of licences. All obligations under covenants or contracts to which the holder of a licence is subject which are made impossible of fulfilment by the intervention of the Board are to be deemed suspended. The following clause deals with the suspension of licences:—

Where by virtue of any action taken by the Board under these Regulations the holder of any licence is temporarily prevented from carrying on his business as the holder of such licence, the licence shall be suspended, and the holder thereof shall be entitled to such repayment or remission of excise duty as he would have been entitled to had the licence been permanently discontinued, and at the expiration of the period during which the disability continues the licence, if a justices' licence, shall revive and have effect as if it had been granted for the then current licensing year, and a person who was the holder of an excise licence which has been suspended shall be entitled to take out an excise licence on payment of such an amount in respect of excise duty as would have been payable by him had he commenced to carry on business at the expiration of that period.

Provided that if during the period for which any licence is so suspended a contingency occurs upon which a transfer of the licence might have been granted but for the suspension, a transfer may be granted either—

(a) at the time at which, and to a person to whom, a transfer might have been granted had the licence not been suspended; or

(b) after the expiration of the period to any person to whom a transfer might have been granted had the contingency occurred immediately after the expiration of the period.

Where a licence for the sale of intoxicating liquor is so suspended, the holder of the licence may, during the period of suspension,

WHAT TO DO WHEN THE ZEPPELINS COME.

Police Instructions to Londoners.

The following instructions appeared in the *Globe* of June 18. Sir Edward Henry, the Metropolitan Commissioner of Police, issues the following statement, which tells Londoners what to do in the event of an air raid:—

In all probability if an air raid is made it will take place at a time when most people are in bed. The only intimation the public are likely to get will be the reports of the anti-aircraft guns, or the noise of falling bombs.

The public are advised not to go into the street, where they might be struck by falling missiles; moreover, the streets being required for the passage of fire engines, &c., should not be obstructed by pedestrians.

In many houses there are no facilities for procuring water on the upper floors. It is suggested, therefore, that a supply of water and sand might be kept there, so that any fire breaking out on a small scale can at once be dealt with.

Everyone should know the position of the fire-alarm post nearest to his house.

All windows and doors on the lower floor should be closed, to prevent the admission of noxious gases. An indication that poison gas is being used will be that a peculiar and irritating smell may be noticed following on the dropping of the bomb.

Many inquiries have been made as to the best respirator. To this question there is no really satisfactory answer, as until the specific poison used is known an antidote cannot be indicated.

There are many forms of respirator on the market for which special advantages are claimed, but the Commissioner is advised by competent experts that in all probability a pad of cotton waste, contained in gauze, to tie round the head, and saturated with a strong solution of washing soda, would be effective as a filtering medium for noxious gases, and could be improvised at home at trifling cost.

It should be damped when required for use, and must be large enough to protect the nose as well as the mouth, the gauze being so adjusted as to protect the eyes.

Gas should not be turned off at the meter at night, as this practice involves a risk of subsequent fire, and of explosion from burners left on when the meter was shut off. The risk outweighs any advantage that might accrue from the gas being shut off at the time of a night raid by aircraft.

Persons purchasing portable chemical fire extinguishers should require a written guarantee that they comply with the specifications of the Board of Trade, Office of Works, Metropolitan Police, or some approved fire prevention committee.

No bomb of any description should be handled unless it has shown itself to be incendiary type. In this case it may be possible to remove it without undue risk. In all other cases a bomb should be left alone, and the police informed.

Without further licence continue to carry on in the premises in respect of which the suspended licence was granted any business, other than the sale of intoxicating liquor, which had the suspended licence not been suspended. He would have been entitled to carry on by virtue of that licence, but the premises shall be deemed to be duly licensed for the carrying on of such other business.

The order ends with an enumeration of the penalties for offences against the regulations.

TROOPS FOR THE FRONT.

Scenes at Landing on Coast Bases.

In an article dealing with the landing of troops in France, an Eye-witness present with General Headquarters says:—

As a vessel is slowly towed to its berth, dead silence is maintained by all aboard in order to allow the voice of the pilot on the bridge to be heard. So soon as the gangways are rigged the military landing officer steps aboard with a roll of the troops expected, and instructions as to the positions to be taken up ashore. Then begins the orderly bustle of disembarkation; the yellow-brown torrents of soldiers stream down the gang ways. The men fall in at their forming-up places, and vehicles and horses are led to their appointed positions. Occasionally three large vessels may be moored alongside the quay, all unloading at the same moment.

Alongside is a train composed of rolling stock of a type unfamiliar to British eyes. For the officers there are ordinary passenger coaches, but the larger portion of the train is composed of covered in goods vans. On each is stencilled in paint the number of men and horses that can be carried on mobilization, reminding one that the threat of war has hung over that Continent for years. Similar notices may be seen on German rolling stock, which are now at the service of the Allies.

Sometimes the troops are entrained at once for the front so soon as they land, in other cases they may remain at the coast for a short period. When a unit is to proceed direct by rail every member is warned beforehand of the hour of departure and of the position of the "entraining point," and at the appointed time it marches off for the point.

At the base railway stations as much as possible is done to contribute to the comfort of the soldiers. In addition to small supply depots, from which are given out the rations for the journey, a map-issuing room, and a barber's shop, there are a recreation room and coffee bar where men can read or write letters and buy refreshments, cigarettes and tobacco, bootlaces, postcards, writing paper.

When a unit is to remain at the base the process of disembarkation is quicker, especially if, as is sometimes the case, it arrives without its heavy transport, which is carried separately. On one occasion a whole battalion has marched out of the docks on its way to camp within 15 minutes of the gangways being lashed to the vessel which has conveyed it across Channel.

At night the scene of disembarkation is impressive. Sentries and the few officials on duty are the only living souls about, and the whole harbour is in darkness save for the lights at the pier heads and on the actual quay being used, and the occasional wheeling ray of a searchlight across the seaward sky. As the ship glides in the only sounds to be heard are the engine-room bell, the voice of the pilot, and before the gangways are in position a short conversation carried on by megaphones between an officer on shore and one of those on board. Even when the troops begin to land practically the only noise is the rattle of their ammunition boxes on the stone quay.

At each base there is what is called a base depot containing as a minimum a certain fixed proportion of the strength of all units in the country, which is maintained by incoming drafts for the purpose of it once reinforcing the front line. The total number of men thus kept temporarily at the bases, exclusive of those employed on special duties, amounts at any time to several thousands.

PUBLIC AUCTION

GEO. P. LAMMERT.
AUCTIONEER, SHARE &
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By Order of the Mortgagee.

PUBLIC AUCTION

Mr. Geo. P. Lammert has received instructions to sell by Public Auction, on **WEDNESDAY, the 11th day of August, 1915** at three o'clock p.m. at his Sales Room No. 4 Duddell Street, **The Valuable Leasehold Property.**

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Particulars and Conditions of sale may be obtained from Mr. S. W. TSO, Solicitor, No. 28a Des Voeux Road Central.

or
Mr. GEO. P. LAMMERT,
The Auctioneer,
Hongkong, 27th July, 1915.

NOTICES.

TRAVELLERS RESTRICTION ORDINANCE.

The Public are informed that the Permanent Passes issued by the Provost Marshal will not be available after August 7th next. Any person desiring to renew a Permanent Pass should give notice to the Captain Superintendent of Police stating in full, the reasons for his request, the places to which he desires to proceed, the average number of journeys made out of the Colony a month, and at the same time return the Permanent Pass in his possession.

If the application is granted it will be necessary for the applicant to forward two copies of his photograph, and call personally at the Central Police Station.

The size of the photograph shall be about 2" x 3".
C. Mc. I. MESSER,
Captain Superintendent of Police.

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By Rex Beach.

JULY 29th.—The Screaming

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"WHY SMITH LEFT HOME"

Mr. Smith. Charles Howitt.

JULY 30th.—The Amusing Comedy.

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A TALE OF A PARSON'S MOST UNUSUAL SON, A SMILE, A LAUGH,

A SIGH, A TEAR.

JULY 31st.—The Latest London Success.

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The Famous Comedy.

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Tuesday 3rd & Wednesday 4th August.

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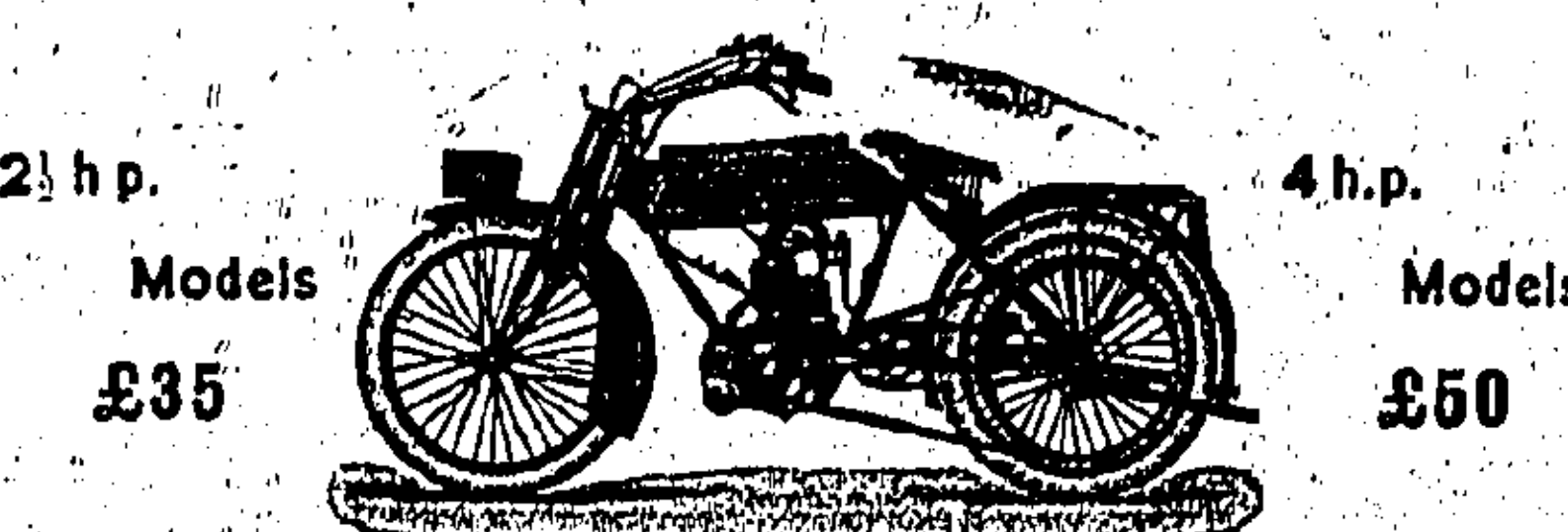
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BUTCHER MEAT.

Beef Sirloin—Mei Lung Pa	lb.	19
Prime Cut—	lb.	21
Corned—Ham Ngau Yuk	lb.	19
Roast—Shiu	lb.	19
Breast—Ngau Lam	lb.	17
Soup—Tong Yuk	lb.	15
Steak—Ngau Yuk Pa	lb.	20
do.,—Sirloin—Ngau Lau	lb.	30
Sausages—Ngau Cheung	lb.	24
Bullock's Brains—No	per set	10
Tongue, fresh—Ngau Li	each	50
do.,—Ham Ngau Li	each	60
Head—Ngau Tau	lb.	14
Heart—Ngau Sam	lb.	14
Hump, Salt—Ngau Kin	lb.	20
Feet—Ngau Keuk	each	11
Kidneys—Ngau Yiu	each	11
Tail—Ngau Mei	each	18
Liver—Ngau Kon	lb.	13
Tripe (undressed)—Ngau To	lb.	6
Calves' Head & Feet—Ngau Tsai-tau-keuk	set	1.00
Mutton Chop—Yeung Pui Kwat	lb.	25
Leg—Yeung Pui	lb.	25
Shoulder—Yeung Shau	lb.	24
Saddle—	lb.	27
Pigs Chidings—Chu Ohong	lb.	27
Brains—Chu No	per set	24
Feet—Chu Keuk	lb.	13
Fry—Chu Chap	lb.	15
Head—Chu Tau	lb.	16
Heart—Chu Sam	each	11
Kidneys—Chu Yiu	each	18
Liver—Chu Kon	lb.	28
Pork Chop—Chu Pui Kwat	lb.	24
Corned—Ham Chu Yuk	lb.	24
Leg—Chu Pui	lb.	28
Fat or Lard—Chu Yau	lb.	20
Sheep's Head and Feet—Yeung Tau Keuk	set	60
Heart—Yeung Sam	each	8
Kidneys—Yeung Yiu	each	12
Liver—Yeung Kon	lb.	26
Sucking Pigs, to order—Chu Tsai	lb.	22
Suet, Beef—Shang Ngau Yau	lb.	20
Mutton—Shang Yeung Yau	lb.	28
Veal—Ngau Tsai Yuk	lb.	19
Sausages—Ngau Tsai Cheung	lb.	20
Lard—Chu Yau	lb.	20

POULTRY.

Chicken—Kai Tsai	lb.	35
Capons, Large, Small—Sin Kai	lb.	34
Ducks—Ap	lb.	32
Doves—Pan Kai	lb.	18
Eggs, Hen—Kai Tan (cooking)	per dos	20
(fresh)—	per dos	36
Fowls, Canton—Kai	lb.	42
Hainan—Hoi Nam Kai	lb.	30
Geese—Ngo	lb.	24
Pigeons, Canton—Pak Kap	each	28
Hoihow—Hoi How Pak Kap	each	25
Snipe—Sha Tsui	each	22
Turkeys, Cook—Fo Kai Kung	lb.	60
Ben, Na	lb.	45
Pheasant—Shan Kai	lb.	75
Quail—Om Chun	lb.	25
Partridges—Che Ku	lb.	65

FISH

Barbel—Ka Yu	lb.	18
Bream—Pin Yu	lb.	18
Canton Fresh Water Fish—Hoi Sin Yu	lb.	15
Carp—Li Yu	lb.	20
Catfish—Chik Yu	lb.	12
Codfish—Mun Yu	lb.	14
Crabs—Hoi	lb.	28
Cuttle Fish—Muk Yu	lb.	18
Dab, Sha Mang Yu	lb.	12
Dace—Wong Mei Lap	lb.	13
Dog Fish—Tui To Sha	lb.	10
Eels, Conger—Hoi Man	lb.	13
Fresh water—Tam Sui Yu	lb.	18
Eels, Yellow—Wong Sin	lb.	32
Frogs—Tin Kai	lb.	33
Garoupa—Shet Pan	lb.	40
Gudgeon—Pak Kap Yu	lb.	16
Herrings—Tao Pak	lb.	20
Halibut—Cheung Kwan Kap	lb.	20
Labrus—Wong Fa Yu	lb.	18
Loach—Wu Yu	lb.	28
Lobsters—Lung Ha	lb.	28
Mackerel—Chi Yu	lb.	20
Monk Fish—Mong Yu	lb.	32
Mullet—Chai Yu	lb.	16
Oysters—Shang Ho	lb.	22
Parrot Fish—Kai Kung Yu	lb.	12
Perch—Tau Lo	lb.	18
Pike—Fa Pau Fong	lb.	16
Plaice—Pan Yu	lb.	15
Pomfret, Black—Hak Ohong	lb.	26
Pomfret, White—Pak Ohong	lb.	28
Prawns—Ming Ha	lb.	38
Ray—Pai Pa Sha	lb.	10
Rock Fish—Shak Kau Kung	lb.	15
Roach—Chun Yu	lb.	12
Salmon—Ma Yu	lb.	30
Shark—Sha Yu	lb.	7
Skate—Po Yu	lb.	8
Shrimps—Ha	lb.	25
Skipper—Lap Yu	lb.	28
Soles—Tat Sha Yu	lb.	26
Tench—Wan Yu	lb.	18
Turbot—Cho How Yu	lb.	48
Turtles, small, fresh water—Keuk Yu	lb.	60

FRUITS.

Almonds—Hing Yu	lb.	35
Apples (California)—Kam Shan Ping Khe	lb.	18
do. (China)—Tse Chun Ping Khe	lb.	18

肉食

Bananas, fragrant, Canton—San Shing Heung Chiu lb.	3
(brides), Macao—San Shing Chiu	3
Chestnuts, Chinese—Fong Lut	12
Carambola—Yeung To	12
Cocoanuts—Ye Tse	12
Grapes—Po Tai Tse	12
Lemons, China—Ling Mung	10
America—Kam Shan Ling Mung	10
Lichees Dried—Lai Chi, small Stone	12
Fresh—	12
Oranges, (Canton)—Shan-shang Tim Ching	5
Sweet—	5
Pears, (American)—Kam San Shoot Lay	10
(Canton), Cooking—Sha Li	10
Peanuts—Fa Shang	10
Plantain—Tai Chiu	10
Flams—Swatow, Hung Lai	10
Pumelo, Siam—Chim Lo Yau	14
Shanghai—Lo Kwai	14
Walnuts—Hop To	15
Green—Sang Hop Tso	15
Water Melon—(Am.) Kom San Sai Kwa	each

VEGETABLES, &c.

Artichokes, Shanghai—Sheung-hoi Ah Chi	8
Chouk	15
Beans, (French), Macao—Oh Mou Pin Tau	8
(French) Shanghai—Sheung Hai Pin	8
Sprout—Ah Choi	8
Long—Tau Kok	10
Beet Root—Hung Choi Tau	each
Bitter Squash—Fu Kwa	8
Brinjals, Green—Ching Yuan Kwa	8
Red—Hung Ko	8
Cabbage, Chinese, (common)—Ka—Tsoi	10
Cabbage, Shanghai—Ye Tsoi	14
Cane Shoots, bunch—Kau Shun	8
Carrots—Kam Shun	10
Celery, Chinese—Tong Kan Tsoi	8
Chillies Dried—Kon Lap Chiu	25
Red—Hung Fa Chiu	10
Green—Ching Lap Chiu	8
Curry Stuff, English—Ka Li Chiu Liu	10
Cucumbers—Ching Kwa	each
Garlic—Sun Tau	8
Ginger, young—Sun Tse Keung	8
old—Lo Keung	9
Horse Radish, Shanghai—Lik Kan	12
Indian Corn—Suk Mai	each
Lettuce—Yeung Shang Tsoi	1
Water Chestnuts—Ma Tai	10
Mandarin—Kwai Lam Ma Tai	8
Mushrooms, Fresh—Shang Oh Ko	35
Musk Melon—Amer—Kam-san Hong Kwa	each
Okroos	10
Onions Bombay—Yeung Ohong Tau	8
Green—Shang Ohong	8
Shanghai—Sheung-hoi Ohong Tau	7
Parsley—Kun Tsoi	10
Green Peas—Ching Tau	10
Potatoes, Sweet—Fan Shu	3
Shanghai—Sheung-hoi Shu Tsai	3
Japan—Yut Pan Shu Tsai	3
American—Fa Ki Shu Tsai	8
Foochow—Tee-chow Shu Tsai	3
Pumpkin—Tong Kwa	3
Radish—Hung Lo Pak Tsai	5
Rhubarb (Fresh)—Tai Wong	1
Sage—Tse So	8
Shallots—Kon Ohong Tau	8
Spinach—Yin Tsoi	5
Tomatoes—Fan Ko	8
Taro—Wu Tau	8
Turnips, Punt, (Long)—Lo Pak	4
English—Yeung Lo Pak	4
Vegetable Marrow—Chit Kw	4
(American)—Kam-san Chit Kw	12
Water Cress—Sai Yeung Tsoi	6
Lily root—Lin Ngau	6
Yams—Ta Shu	6
English—Yeung Kan Choi	6

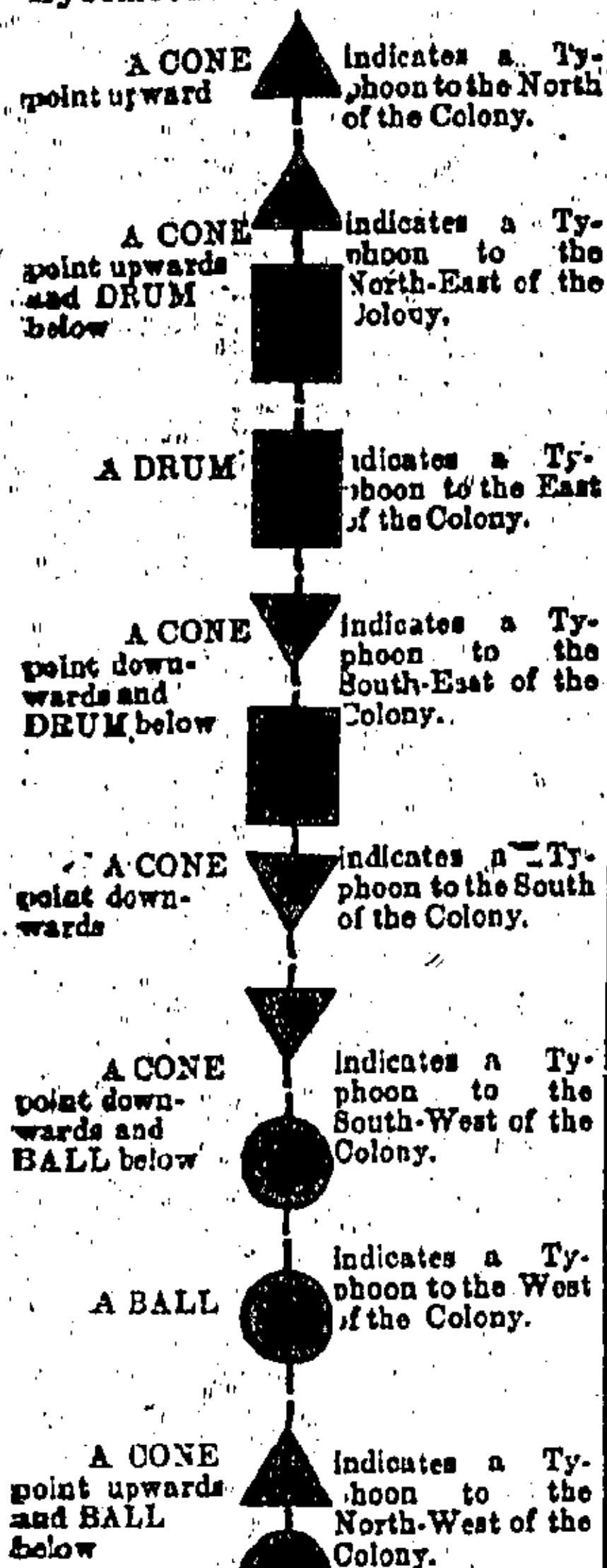
海味

The above prices are in accordance with the Government list of maximum charges fixed by Proclamation as revised up to the 30th ult. The Proclamation also contained the following schedule of maximum retail prices:—	
1. Flour:—	
(a) Highest Grade, per bag of 50 lbs.,	\$4.50
per lb.,	10
(b) Second Grade, per bag of 50 lbs.,	4.00
per lb.,	08
(c) Third Grade, per bag of 50 lbs.,	3.50
per lb.,	00
2. Tinned Milk:—	
(a) Sweetened Condensed Milk, per 1 lb. tin,	35
(b) Unsweetened Condensed Milk, per 1 lb. tin,	25
(c) Sterilized Milk, per tin, (18 oz.),	35
(d) Sterilized Milk, per 1 litre tin,	35
(e) Eagle Brand, per 1 lb. tin,	35
(f) Skimmed Milk, per 1 lb. tin,	20
3. Sugar:—	
Cube, (in 6 lb. tins), per tin,	1.15
Refined Crystallized, per lb.,	14
Granulated, per lb.,	14
Soft, No. 1 quality, per lb.,	13
No. 2	12
Cooking Salt, 2 cents per lb.	
4. Frozen Meat:—	
The Dairy Farm prices for frozen food and other stores published on 1st September, 1914, with all changes in prices shown in red ink, are the maximum retail prices for the articles enumerated in the price list of that date. [Approved copies signed by the Chairman and the Secretary of the Food Committee can be seen either at the Treasury or on the premises of the Dairy Farm Company in Wyndham Street.]	
5. Market Produce:—(See above)	
6. The prices of provisions imported from countries other than China, (excepting those above enumerated) may not be raised more than 15 per cent above the retail prices prevailing in the Colony on the 25th July, 1914.	
Note.—In consideration of the loss sustained by discount on subsidiary coinage, payment for all articles of food not exceeding 10 in value (excepting the articles enumerated in clause 6 in Proclamation No. 18 of the 30th October, 1914, and in the above schedule) shall be made in subsidiary coin to subject to an additional 10 per cent.	

TYPHOON SIGNALS.

STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

The following Typhoon signals are hoisted on the Masthead on Signal Hill, Kowloon, the Harbour Office, the Kowloon (Godowns, H. M. S. Tamar, Green Island, Standard Oil Premises, Lai-chi-kok and F. O. Quarters, Lyeemoo.



RED SIGNALS indicate that the centre is believed to be more than 300 miles away from the Colony.

BLACK SIGNALS indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

URGENT SIGNALS. In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signals will be made at the Water Police Station, and repeated at the Harbour Office:—

THREE EXPLOSIVE BOMBS AT INTERVALS OF TEN SECONDS. A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS. The following Night Signals will be hoisted from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

I. Three Lights Vertical, Green, Green, Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green, Red, Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red, Green, Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being first published by night.

The Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNINGS. For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted in the Harbour.

Gap Rock, Aberdeen, Waglan, Sai Kung, Stanley, Sai Tau Kok, Cape Collinson, Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels on demand by radio from the light-house.

C. W. JEFFRIES, Director.

THE WAR.

COUNTRIES ENGAGED.

Germany	Britain.
Austria	Russia.
Turkey	France.
	Belgium.
	Italy.
	Japan.
	Servia.
	Montenegro.

ARMY TERMS EXPLAINED.

Army corps is a complete army on a small scale in itself. The strength varies from 35,000 to 45,000 men.

Division is a force of infantry, cavalry, and artillery, usually with a strength of from 15,000 to 20,000 men.

Brigade is a force of infantry or cavalry. The infantry brigade is from 4,000 to 7,000 strong. The cavalry brigade is from 1,000 to 2,000 strong.

Regiment of infantry is from 2,000 to 4,000 strong. A cavalry regiment is from 500 to 1,000 men strong.

Squadron of cavalry is from 150 to 200 men strong.

Battery of artillery in the British and French armies has 6 guns and about 200 men. In the German Army it consists of 4 guns and 150 men. In the Russian Army it consists of 8 guns and 250 men.

PRINCIPAL EVENTS

June 28—Archduke Francis Ferdinand assassinated.

July 23—Austria sends an ultimatum to Servia.

July 31—Russia orders general mobilisation.

Aug. 1—Germany declares war on Russia. French Cabinet orders general mobilisation.

Aug. 2—German forces enter Luxembourg.

Aug. 4—England sends ultimatum, demanding observance of Belgian neutrality. Germany rejects ultimatum.

Aug. 5—England at war.

Aug. 7—Germans enter Liege. French invade southern Alsace.

Aug. 15—Austrians enter Servia. Japan sends ultimatum to Germany.

Aug. 17—British land in France.

Aug. 19—Beginning of battle of Lorraine.

Aug. 20—Germans enter Brussels.

Aug. 23—Germans enter Namur.

Aug. 24—British begin retreat from Mons.

Aug. 25—French evacuate Maubeuge.

Aug. 26—Germans take Longwy.

Aug. 27—Louvain burned by Germans. Japanese blockade Tsingtau.

Aug. 28—Battle of Heligoland.

Sept. 2—German advance reaches Senlis. French Government moves to Bordeaux.

Sept. 3—Russians occupy Lemberg.

Sept. 5—Battle of the Marne begins.

Sept. 7—Mauve taken by the Germans.

Sept. 12—German retreat halts on the Aisne.

Sept. 20—Germans bombard Rheims.

Sept. 22—German submarine sinks British cruiser Aboukir, Cressy, and Hogue.

Sept. 28—Indian troops land at Marseilles.

Sept. 28—Germans begin siege of Antwerp.

Oct. 2—Germans defeated at Augustow.

Oct. 5—Belgian Government removed from Antwerp to Ostend.

Oct. 7—Bombardment of Antwerp.

Oct. 9—Antwerp occupied by the Germans.

Oct. 12—A Boer commando in the Cape Province mutinies.

Oct. 13—Belgian Government transferred from Ostend to Havre.

Oct. 14—Allies occupy Ypres. Battle begins on the Yser.

Oct. 15—Ostend occupied by the Germans.

Oct. 16—British cruiser Hawke sunk by German submarine.

Oct. 24—Ten days' battle before Ypres ends in German defeat.

Oct. 27—Russians recapture Lodz and Dobru.

Oct. 29—Turkish naval attacks on Odessa and in the Crimea.

Oct. 30—Col. Maritz, rebel leader driven out of Cape Colony.

Nov. 1—German naval victory off the coast of Chili.

Nov. 3—German squadron makes a raid on British coast.

Nov. 4—German cruiser York strikes mine in Jade Bay.

Nov. 5—England and France declare war on Turkey. Dardanelles forts bombarded.

Nov. 6—Tsingtau surrenders.

Nov. 7—Russians enter East Prussia.

Nov. 10—The Emden destroyed.

Nov. 11—Germans capture Dismude.

Nov. 19—House of Commons votes a new army of 1,000,000 men. More than 1,100,000.

Nov. 23—Russians surround German corps south of Lodz.

Nov. 26—British battleship Bulwark destroyed by explosion in the Medway River.

Dec. 1—German Reichstag votes new credit of five billion marks. King George visits Flanders.

Dec. 2—Austrians occupy Belgium. Gen. De Wet captured.

Dec. 3—Servians defeat Austrians in three days' battle.

Dec. 6—Germans occupy Lodz.

Dec. 8—British naval victory off Falkland Islands.

Dec. 9—Gen. Byers, Boer leader, killed at the Vaal River.

Dec. 13—British submarine sinks the Mesudieh in Dardanelles.

Dec. 15—Austrians evacuate Belgium.

Dec. 16—German cruisers bombard Scarborough and Hartlepool.

Dec. 18—Egypt proclaimed a British protectorate. Gen. Botha reports Boer rebellion as at an end.

Dec. 20-28—Severe fighting on the line of the Beura River.

Dec. 23—French Chamber votes war credit of \$340,000,000.

Dec. 25—British naval and aerial raid against Cuxhaven.

Dec. 28—French occupy St. Georges, near Niueport.

Jan. 1, 1915—H.M.S. Formidable sunk in the Channel.

Jan. 3—French capture Steinbach.

Jan. 3-4—Russians win decisive victory over Turks in the Caucasus.

Jan. 8—French advance across Aisne, north of Soissons.

Jan. 13—Turks occupy Tabriz. Count Berchtold resigns.

Jan. 19—German air fleet bombards Yarmouth.

Jan. 21—General Falkenhayn, German War Minister, resigns.

Jan. 24—British naval victory in North Sea: the Blücher sunk.

Jan. 26—Germans lose heavily a Givency and Ounohy.

Jan. 31—Germans inaugurate submarine raids.

Feb. 3—German auxiliary cruiser sunk off Patagonia.

Feb. 5—Turks attempt to cross Suez Canal.

Feb. 6—Allies resolve to unite financial resources.

Feb. 8—Total British casualties to date 104,000.

Feb. 10—Germans execute the rebel Maritz.

Feb. 17—Canadian contingent lands in France.

Feb. 20-27—Over 10,000 Germans surrender in France.

Feb. 27—Allied Fleet enters the Dardanelles.

Mar. 1—House of Commons votes supplementary credit of 37 millions and a fresh credit of 250 millions.

March 3—British aeroplanes attack Ostend.

March 9—Second Canadian contingent lands in England.

March 3-10—Four German submarines accounted for.

March 10—British capture Neuve Chapelle.

March 14—German losses at La Bassée total 10,000 in three days.

March 14—The Dresden sunk off Juan Fernandez Island.

March 18—Sir John French estimates German losses in La Bassée region to be 17,000.

March 18—British battleships Irresistible and Ocean and French battleship Bouvet sunk by floating mines in Dardanelles.

March 19—Russians enter Memel.

March 21—Futile Zeppelin raid on Paris.

March 22—Przemysl surrenders to the Russians.

March 24—British airmen successfully attack German submarine works at Hoboken.

HOTEL LIST.

Hongkong Hotel.
Anderson S E Jones A
Arina Madamoriello Joseph E M
Bain H Murray Joseph S M
Balfour Mr & Mrs C Jones M T
Baker Dr Keaso
Baring J H Lafferty C J
Barker S Layessa C
Bell C D Hinch Dr
Bellows Mrs E R Lloyd G T
Bennett Mrs G R Longfield S
Bennett Miss Lenn Mrs R R
Bouman G C Mapes C E
Brackett E MacCullough Mrs M
Bridges H Macdonald Mrs A D
Brown Mr & Mrs Marriott Dr & Mrs O
Chapman E M Melan C M
Cassell Capt L Mehta K B
Cavers S M Marsaki J
Cornelissen Mrs Meyling C
D'Almada Castro Mody Mr & Mrs J H
D'Almada Castro N
D'Almada Castro Moore Wm
D'Almada Castro Murdoch K
D'Almada Castro Neighbour W R
Davis Mr & Mrs F E Nowers W A
Day Leo Ormlston J
Dwyer W Osborn E D
Dwyer W A Paton Miss
Dwyer Miss E Pickett A J
Fielding Mr & Mrs Pott Mr & Mrs F T
Fitzwilliams D G H Potts S
French Capt & Mrs Ray E H
Frybas Miss Rosh P
Glaister Mrs Sheldon Mr & Mrs
Gibb J Smith W H
Gould Mr & Mrs J Smith Mrs A G
Goulbourn V Serby V
Gravelly J D W Vallin Dr & Mrs H do
Hall W Wellman E A
Hasthal Mr & Mrs White F W
Hawcock H E White Mr & Mrs
Hewitt Hon M E A H L H
Hizel Wm Willie J
Hodge W J Williamson N
Horsburgh Mrs E M Wood G G
Hoving E Wood Mrs R F
Johnson S J

Grand Hotel.
Allen Mr & Mrs Lockey W H
Coker J C London B
Craw A B Nizon A G
Dorward E Odner T
Dunrich A Parre F F H
LeDuc Reynolds O W
Grant J Robertson D
James B Roche F G
Johnson W Thoms H F
Johnson C Todd O W
Kleiver A Vede V D
Lour G W

Carlton Hotel.
Backer C A Holway H D
Bachman S P Hooker Mr & Mrs
Brewer W Jones G L D
Clarke Miss May Molyer
Croyley L Meek Thomas
Croyley N Pennell W V
Croyley C Soga T
Ego Mrs & child Thoms Wm
Fisher Mr & Mrs Wake Mr & Mrs
Gordon Mrs & children
Hooker E J

Peak Hotel.
Amory K S Eudger E
Bacon R Kallay Rev & Mrs J
Bowler Mrs MacChapin Miss
Butler P R Hammond Capt & Mrs H F
Carmichael Mr and Mrs
Garwright H A Marriott Mrs
Campbell Mrs W M Mikes Moore Mr & Mrs
Carr F W Mrs V
Clare G Moss Mr & Mrs D K
Oasull Mr & Mrs D Olivecrane Mrs
Compton A C Perkins T H
Coulson A D Pryne Major R E
Farling Col E R Ralphs Mr & Mrs
Felling Col E R Skinner Miss
Fuller Deanna Scott C
Hale Mr & Mrs B A Smith Mr & Mrs E G
Hansen W J Smith Mrs E W
Hind B Tisdall G
Hogg Mrs Tisdall G
Humphreys M T J A Mr & Mrs
Johns Mrs T J R Vandon Pol Mr & Mrs
Howard Mrs Vandon
Jones Leo

King Edward Hotel.
Almond Mrs R Laurence Mr & Mrs
Bettison Mr & Mrs O
W H Lee W D
Brown C W Lee T H
Budge W Lennox Miss
Belle Mrs Lennox J
Claxton A A Macdonald Major D
Cooke Mrs F L Nakai B
Cooke Miss J F Penning A L
Cooke Master G M & Passmore Mrs W C
Course A Radford H
Dutton Mr & Mrs G Ramsay Mrs R A
Eason W T Richardson Mr & Mrs
Gee Mr & Mrs Riggs Mr & Mrs H E
Foy Mrs A Robson Mrs
Fyfe A A Roper C H
Fritz C Stewart E
Haxill P K Sylvester Mrs S
Hastings F R Tait Mr & Mrs A N
Hoskins A Tait Mrs & Mrs A N
Hunter Mrs Mrs J Taylor F
Jackson Mr & Mrs Threlfall Mrs
Joseph J Tourtello Mrs E L
Kales T Teuda B
Keay W Underwood Mr & Mrs
Lambert Mrs J H

Kingsclere Hotel.
Fielder D E Rawlinson E J
Fulkins Miss D Robertson Mr & Mrs
Fulkins Mr & Mrs M J
Forbes A Schoke Mrs G
Fulder B E Sheldon Mr & Mrs
Hardman A R D
Hegewarff Shields A L
Logan W Singer Mr & Mrs E
Lundin H Van G J Parry Burn
Nizon F C Wilson M J

NOTICE

SINCON & CO.

Established A.D. 1850.

IRON, STEEL, METAL AND HARDWARE MERCHANTS, Wholesale and Retail, Ironmongers, Pig Iron and Foundry Castings, General Storekeepers, and Importers of all kinds of Goods, 27, 29, 31, 33, 35, 37, 39, 41, 43, 45, 47, 49, 51, 53, 55, 57, 59, 61, 63, 65, 67, 69, 71, 73, 75, 77, 79, 81, 83, 85, 87, 89, 91, 93, 95, 97, 99, 101, 103, 105, 107, 109, 111, 113, 115, 117, 119, 121, 123, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 145, 147, 149, 151, 153, 155, 157, 159, 161, 163, 165, 167, 169, 171, 173, 175, 177, 179, 181, 183, 185, 187, 189, 191, 193, 195, 197, 199, 201, 203, 205, 207, 209, 211, 213, 215, 217, 219, 221, 223, 225, 227, 229, 231, 233, 235, 237, 239, 241, 243, 245, 247, 249, 251, 253, 255, 257, 259, 261, 263, 265, 267, 269, 271, 273, 275, 277, 279, 281, 283, 285, 287, 289, 291, 293, 295, 297, 299, 301, 303, 305, 307, 309, 311, 313, 315, 317, 319, 321, 323, 325, 327, 329, 331, 333, 335, 337, 339, 341, 343, 345, 347, 349, 351, 353, 355, 357, 359, 361, 363, 365, 367, 369, 371, 373, 375, 377, 379, 381, 383, 385, 387, 389, 391, 393, 395, 397, 399, 401, 403, 405, 407, 409, 411, 413, 415, 417, 419, 421, 423, 425, 427, 429, 431, 433, 435, 437, 439, 441, 443, 445, 447, 449, 451, 453, 455, 457, 459, 461, 463, 465, 467, 469, 471, 473, 475, 477, 479, 481, 483, 485, 487, 489, 491, 493, 495, 497, 499, 501, 503, 505, 507, 509, 511, 513, 515, 517, 519, 521, 523, 525, 527, 529, 531, 533, 535, 537, 539, 541, 543, 545, 547, 549, 551, 553, 555, 557, 559, 561, 563, 565, 567, 569, 571, 573, 575, 577, 579, 581, 583, 585, 587, 589, 591, 593, 595, 597, 599, 601, 603, 605, 607, 609, 611, 613, 615, 617, 619, 621, 623, 625, 627, 629, 631, 633, 635, 637, 639, 641, 643, 645, 647, 649, 651, 653, 655, 657, 659, 661, 663, 665, 667, 669, 671, 673, 675, 677, 679, 681, 683, 685, 687, 689, 691, 693, 695, 697, 699, 701, 703, 705, 707, 709, 711, 713, 715, 717, 719, 721, 723, 725, 727, 729, 731, 733, 735, 737, 739, 741, 743, 745, 747, 749, 751, 753, 755, 757, 759, 761, 763, 765, 767, 769, 771, 773, 775, 777, 779, 781, 783, 785, 787, 789, 791, 793, 795, 797, 799, 801, 803, 805, 807, 809, 811, 813, 815, 817, 819, 821, 823, 825, 827, 829, 831, 833, 835, 837, 839, 841, 843, 845, 847, 849, 851, 853, 855, 857, 859, 861, 863, 865, 867, 869, 871, 873, 875, 877, 879, 881, 883, 885, 887, 889, 891, 893, 895, 897, 899, 901, 903, 905, 907, 909, 911, 913, 915, 917, 919, 921, 923, 925, 927, 929, 931, 933, 935, 937, 939, 941, 943, 945, 947, 949, 951, 953, 955, 957, 959, 961, 963, 965, 967, 969, 971, 973, 975, 977, 979, 981, 983, 985, 987, 989, 991, 993, 995, 997, 999.

PUBLIC COMPANIES.

NOTICE.

THE WEST POINT BUILDING Co., Ltd.

An Interim Dividend of Two Dollars per share for the six months ending 30th June, 1915, will be payable on Thursday, 29th July, on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday, the 20th July to Thursday, the 29th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary to the
Hongkong Land Investment & Agency Co., Ltd.,
General Agents for the
West Point Building Co., Ltd.
Hongkong, 13th July, 1915.

THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.

An Interim Dividend of Three and half Dollars per share for the six months ending 30th June, 1915 will be payable on Thursday 29th July on which date Dividend Warrants may be obtained on application at the Company's office.

The Transfer Books of the Company will be closed from Tuesday the 20th July to Thursday, the 29th July (both days inclusive) during which period no transfer of shares can be registered.

By Order of the Board of Directors,
MOWBRAY S. NORTHCOTE,
Acting Secretary,
Hongkong, 13th July, 1915.

THE HONGKONG & CHINA GAS CO., LTD.

Commercial.

Trade Gains for the Dominions.

Wool demands are being much more largely satisfied from the Dominions overseas. As the authoritative source from which these details are taken remarks: "The khaki demand is benefiting our colonies, especially Australia, who sent us 47,960,395 lb against 26,228,173 lb. in April of last year. There is also an increase of nearly 4,000,000 lb. in South African exports to this country." As exports must pay for imports or there must be an export of gold in payment, it is satisfactory to find that the last returns (leaving out of consideration entirely all war supplies) show a healthy recovery in export of cotton and woolen manufactured goods. Despite the facts that very large numbers from the industrial areas have joined the fighting forces preparing for or actually in the field, thousands more are being requisitioned for war supplies, and that over one-sixth of our mercantile fleet has been chartered by the Admiralty, this month's record is satisfactory and there is no cause for depression, even while admitting the seriousness of such losses as the Lusitania. As Mr. Winston Churchill pointed out in the House of Commons in the course of answers to questions on the disaster just mentioned, more than 200 merchant or passenger ships on the average arrive or depart safely every day. "The weekly statements of losses through submarines and mines are sufficient additional proof of the enormous comparative immunity of our mercantile marine from dangers of anything like the magnitude which the Germans predicted, and afford no sort of reasonable authority for their ridiculous assertions that our supremacy at sea for trading and naval operations is threatened and even doomed."

Sugar Market.

Japanese Sugar is Dominant at Shanghai. Of all the exports to China the article least affected by the boycott has been sugar. During last June the Japan Sugar Refining Co. alone exported 200,000 bags. The price rose from Y9 to Y12 at a bound. The share stocks of the sugar manufacturing companies have been unusually boomed. The competition waged between Japanese sugar and foreign imports on the Shanghai market has failed to be prosecuted by the importers of foreign sugar, because of the fact that the South Sea products are being absorbed in a major portion to Europe and the short tonnage makes it difficult to import what available stocks there are available from the direction of the South Seas to Shanghai. This has paved the way clear for Japanese sugar. The above has influenced the local market in which the standard "L" goods were quoted at Y12.40 at the end of the decade. M.D. News.

Sharp Slide on Cotton Market.

The Cotton Market at Osaka was over-taken on July 9 with a general slide by more than Y1, compared with the preceding days, as indicated under:—

Contract goods	July 8	July 9
July delivery	Y108.60	Y101.95
August	104.95	103.15
September	105.05	103.90
October	108.50	104.10
November	106.55	105.45
December	106.95	105.80

The above fall was due to the recent collapse of American cotton, which, according to the observation of insiders, was brought about partly by the optimistic forecast made by the Department of Agriculture of the United States, which forecast is being borne out by the very favourable weather conditions. Furthermore, the Americans have come to doubt if Great Britain, which posed as the heaviest customer of American Cotton, will be in a position to consume nearly as much as usual this year, considering the progress of the great war. M.D. News.

SHARE REPORT.

COMPARATIVE SHARE QUOTATIONS.

S.—SELLERS FA.—SALES B.—BUYERS N.—NOMINAL

STOCK.	To-day's Closing Price	Number of Shares	Par Value	Paid Up	1914. Highest	1914. Lowest	1915. Highest	1915. Lowest	Last Dividend and Date
Banks.									
H'kong & Shanghai Banking Corp. {817 1/2 b. {276 1/2	120,000	\$125	all	855	July	700	Oct.	817 1/2	790 {£2. 3/- & 5/- bonus at ex 1/8 1/4 equal to \$27.27 for 1/2 year ending 31/12/14
Marine Insurances.									
Canton Insurance Office, Ltd. 375 b.	10,000	\$250	59	350	Dec.	305	Oct.	375	360 {Final of \$4 a/c 1913. Interim of \$18 a/c 1914.
North China Ins. Co., Ltd. 160 b.	10,000	£15	£5	145	May	133	Jan.	170	160 {Interim of 12 1/2 p.c. for 1914
Union Ins. Society of C'lon, Ltd. 925 b.	12,400	\$250	100	847 1/2	April	700	Oct.	\$925	\$855 {Final of \$20 and bonus of \$5 making \$55 for 1913 and Interim of \$30 for 1914
Yangtze Ins. Assoc. Ltd. 240 ex 73	12,000	\$100	60	210	April	192 1/2	Jan.	240	225 {Final of \$15 mak. \$18 for 1913 & Int. of \$3 for 1914
Fire Insurances.									
China Fire Ins. Co., Ltd. 154 b.	20,000	\$ 00	20	160	July	140	Oct.	154	180 {£9 for 1913
H'kong Fire Ins. Co., Ltd. 397 1/2 b.	8,000	\$250	50	395	Feb.	368	April	397 1/2	385 {£27 for 1913
Shipping. 40 cts. b. x the re-									
C. & M. S. S. Co., Ltd. 100 b.	30,000	\$25	all	10	Jan.	5 1/2	Dec.	50 cts.	30 cts. {£1 for 1906
Douglas Steamship Co., Ltd. 69 1/2 b.	20,000	\$50	all	36	Mar.	27 1/2	Nov.	66	45 {£3 for year ending 30.6.14
Hongkong, C. & M. S. S. Co., Ltd. 19 1/2 b.	80,000	\$15	all	29 1/2	Jan.	22	Dec.	23	19 {Final of 40 cts. making 90 cts for year ending 31.12.14
Indo-China Steam Navigation Co., Ltd. 149 b.	60,000	£5	all	79	Jan.	50	Sept.	149	96 {Final of 3% m'king 6% on preferred shares & 5% on deferred shares for year 1913
Shell T'port & Trading Co., Ltd. 38 1/2 b.	3,797,610	£1	all	106 1/2	Feb.	70	Sept.	89 1/2	82 1/2 {Final of 5/- (Coupon No. 24) making 7/- for 1914
Star Ferry Company, Ltd. 36 b.	40,000	\$10	all	49	Mar.	40	Nov.	37	32 {£1.50 per share and bonus of 40 cents per share for year ending 30.4.15
Refineries.									
China Sugar Refining Co., Ltd. 130 b.	20,000	\$100	all	96 1/2	Feb.	70	Nov.	130	111 {£3 for 1913
Luzon Sugar Refining Co., Ltd. 54 b.	7,000	\$100	all	31	Jan.	17	Dec.	46	27 1/2 {£3 for 1897
Mining.									
Kailan Mining Admin'n. 30/- b.	1,000,000	£1	all	41/-	Feb.	33/6	Dec.	33/6	30/- {Interim of 1/- account year ending 30.6.15 (Coupon No. 5.)
Raub Australian Gold Min'g Co., Ltd. 37 1/2 b.	200,000	£1	all	310	Jan.	1.90	Nov.	3.75	3.60 {1/2 for 1909
Tronoh Mines Ltd. 32/- b.	160,000	£1	all	39/-	Feb.	19/6	Nov.	32/6	32/- {1/- interim a/c 1915 paid 12.7.15
Docks, Wharves and Godowns &c.									
H'kong & K.W. & G. Co., Ltd. 479 1/2 b.	60,000	\$50	all	89	Jan.	73	Nov.	79	68 {£3.50 for year 1914
H'kong & W'poo D. Co., Ltd. 57 b.	50,000	\$50	all	77	Jan.	53	Oct.	76 1/2	57 {£3 dividend for year 1914
S'hai Dock & Eng. Co., Ltd. 51 b.	55,700	t. 100	all	60	July	50	Dec.	52	51 {Tls. 5 for 1913
S'hai & H'kew W. Co., Ltd. 92 b.	38,000	t. 100	all	109	Jan.	82 1/2	Dec.	93 1/2	80 {Tls. 5 for 1914
Lands, Hotels and Buildings.									
Anglo French Lands 194 b.	13,000	t. 100	t. 100	128	July	120	Dec.	116	112 {Tls. 6 1/2 for year ending 29.2.14
H'kong Hotel Co., Ltd. 116 b.	20,000	\$50	50	128	July	120	Dec.	116	112 {£2.50 for half year ending 31.12.14
H'kong Land Investment Co. 112 b.	50,000	\$100	all	117 1/2	July	98	Nov.	112	108 {£3 for year ending 31.12.14
H'phreys Estate & F. Co., Ltd. 86 1/2 b.	150,000	\$10	all	94	Jan.	7	Nov.	7	6.10 {45 cents for year 1914
K'loon Land & Building Co., Ltd. 40 b.	6,000	\$50	30	45 1/2	Jan.	44	Feb.	40	40 {£3 for 1914
Shanghai Lands 104 sb.	78,000	t. 50	all	98	Dec.	89	Oct.	106	101 {Final of 6 p.c. making 12 p.c. for 1914
West Point Building Co., Ltd. 72 b.	12,500	\$30	all	73	June	66	Feb.	72	70 {£2.25 for half year ending 31.12.14
H'kong Central Estates 100 sb.	10,000	\$100	all	100	June	100	June	100	100 {£4.09 for 7 months ending 31.12.14
Cotton Mills.									
Ewo Cotton S. & W. Co., Ltd. 175 b.	20,000	t. 50	all	138	July	125	May	176	152 1/2 {Tls. 12 for year ending 31.10.14
Hongkong Cotton Co. 71 sb. & b.	125,000	\$10	all	84 1/2	Mar.	7	June	7.40	7 {50 cents 31.7.08
Kung Yik 146 b.	75,000	t. 100	all	144	Jan.	11	Mar.	14.60	13 1/2 {Tls. 1.20 for year ending 30.11.14
Laou Kum Mow 87 1/2 b.	8,000	t. 100	all	110	Feb.	70	May	89	86 {Tls. 12 for 1913
Shanghai Cottons in S'hai 102 b.	40,000	t. 50	all	135	Feb.	70	Nov.	102	96 {Div. Tls. 6. Bonus Tls. 4. Extra Bonus Tls. 1. year end'g 30.6.14
Miscellaneous.									
China Poreco Company, Ltd. 10 e.	60,000	\$ 12	all	12	May	10	Dec.	10	10 {85 cents for 1914
China Light & Power Co., Ltd. 44 b.	10,000	\$5	all	4.90	July	4	April	4 1/2	4 1/2 {6% for year ending 28.2.06
Do. (Spec. shares) 830 b.	125,000	\$10	all	9	Jan.	7	Nov.	8 1/2	8.00 {70 cts. for 1914
China Prov. L. & M. Co., Ltd. 830 b.	40,000	\$3	all	39	Jan.	35	Aug.	34	34 {£1.50 for year ending 31.7.14
Dairy Farm Company, Ltd. 434 b.	400,000	\$10	all	6.90	Jan.	5	Dec.	6.90	6.70 {50 cts. for 1914
Green Island Cement Co., Ltd. 7.10 b.	60,000	\$10	all	49	Jan.	36	Nov.	42	39 {£2.00 per share for 1914
Hongkong Electric Co., Ltd. 442 b.	6,000	\$25	all	217 1/2	July	174	Dec.	185	184 {Final of \$6 making \$8 for 1914
Hongkong Rope Mfg. Co., Ltd. 185 b.	6,000	\$10	all	25	June	22	Apr.	26 1/2	25 {Final of \$1. makin \$2 for 1914
Hongkong Tramway Co., Ltd. 5.05 b.	325,000	5/-	all	13 1/2	July	7 1/2	Feb.	5 x div.	4.80 x div. {£10 % for 1914
Langkats 38 sb.	250,000	p. 10	all	64 1/2	Mar.	28	Dec.	42	38 {Interim of T. 1 making T. 2 a/c 1913
Peak Tramway Co., Ltd. (Old) 90.30 x div. Do (New) 80 cts. b.	25,000	\$10	all	10 1/2	Jan.	9 1/2	June	10	10 {70 cts. on fully paid shares and 7 cts. on \$1 paid shares for year ending 30.4.15
Philippines Ld. 84 b.	75,000	\$10	all	—	—	—	—	4	4 {None
H. Price & Co., Ltd. 85 b.	12,000	\$10	all	—	—	—	—	5	5 {£1.50 for 1910.
Societe des Pulpes et Papier 820 b.	13,200	\$50	all	—	—	—	—	20	20 {None
Series de Tonkin 35 b.	20,000	\$5	all	5.00	June	4	Nov.	3 1/2	3.00 {35 cts. for year ending 31.5.14
Steam Laundry Co., Ltd. 13.15 b.	27,723	\$10	all	22 1/2	Feb.	17	Jan.	18	16 1/2 {£1.00, per share for year ending 31.12.1914
Union Water-boat Co., Ltd. 18 b.	90,000	\$10	all	8 1/2	April	6.80	Dec.	6.60 x div.	6.50 x div. {50 cts. on old shares and 25 cts. on new year shares for year ending 30.6.14
Watson and Co., Ltd. 66 1/2 b.	21,000	\$7	all	9 1/2	Jan.	6 1/2	Dec.	6 1/2	6 {£1.50 for 1914
William Powell, Limited. 106 1/2 b.	6,000	\$35	all	30	June	92	Dec.	29	29

WRIGHT & HORNBY.

Share and General Brokers

6, Des Voeux Road Central. Tel. address, Rectitude.

CORRECTED TO NOON, 29 JULY, 1916.

ANY SUBSEQUENT ALTERATIONS WILL BE FOUND IN "UP TO THE MINUTE SHARE MARKET NEWS."

THE TELEGRAPH DOES NOT HOLD ITSELF RESPONSIBLE FOR ANY OF THE ABOVE QUOTATIONS.

EXCHANGE

29th July.

Selling.	T/T Bombay 1/9	T/T Calcutta 1/9 1/16	T/T Shanghai 1/9 1/16	T/T Hongkong 1/9 1/16	T/T Japan 1/9 1/16	T/T India 1/9 1/16	T/T Australia 1/9 1/16	T/T New Zealand 1/9 1/16	T/T South Africa 1/9 1/16
Buying.	On Haiphong 8 1/4% prem.	On Saigon 8 1/4% prem.	On Bangkok 8 1/4% prem.	On London 1/9 1/16	On Paris 1/9 1/16	On New York 1/9 1/16	On San Francisco 1/9 1/16	On Hongkong 1/9 1/16	On Shanghai 1/9 1/16

BANKS

INTERNATIONAL BANKING CORPORATION

HEAD OFFICE: 60, Wall Street, New York

LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:—

ROMBAY, LONDON, CALCUTTA, MANILA, CANTON, PANAMA, CEBU, Peking, COLON, SAN FRANCISCO, HANKOW, SHANGHAI, HONGKONG, SINGAPORE, KORE, YOKOHAMA

CAPITAL PAID-UP \$3,250,000

RESERVE FUNDS \$4,120,000

(U.S. Gold) \$7,370,000

All kinds of FOREIGN & LOCAL BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.

N. S. MARSHALL, Manager.

Hongkong, 22nd Oct. 1914

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 19,600,000

Head Office—YOKOHAMA.

Branches:—

Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, Lyons, Manchu, Peking, Shanghai, Tientsin, Yokohama.

Interest Allowed on Current Accounts.

Deposits received for fixed periods at rates to be ascertained on application.

KINSHI ONO, Manager.

Hongkong, 15th March, 1915.

NOTICES.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(Capital Paid up...\$1,250,000.)

Loans on Mortgage of House Property, &c.

Goods received on Storage.

Advances made on Merchandise.

Loans made on the Provident System.

(Rates and Particulars on application.)

The Office of TRUSTEE, EXECUTOR OF WILLS, ATTORNEY, &c., Undertaken and Executed.

SHEWAN TOMES & Co. General Managers.

Hongkong, 19th March, 1890

PEAK TRAMWAY CO. LIMITED

TIME TABLE

WEEK DAYS.

1.00 A.M. to 1.00 A.M. Every 15 Min.

1.15 A.M. to 1.15 A.M. Every 15 Min.

1.30 A.M. to 1.30 A.M. Every 15 Min.

1.45 A.M. to 1.45 A.M. Every 15 Min.

2.00 A.M. to 2.00 A.M. Every 15 Min.

2.15 A.M. to 2.15 A.M. Every 15 Min.

2.30 A.M. to 2.30 A.M. Every 15 Min.

2.45 A.M. to 2.45 A.M. Every 15 Min.

3.00 A.M. to 3.00 A.M. Every 15 Min.

3.15 A.M. to 3.15 A.M. Every 15 Min.

3.30 A.M. to 3.30 A.M. Every 15 Min.

3.45 A.M. to 3.45 A.M. Every 15 Min.

4.00 A.M. to 4.00 A.M. Every 15 Min.

4.15 A.M. to 4.15 A.M. Every 15 Min.

4.30 A.M. to 4.30 A.M. Every 15 Min.

4.45 A.M. to 4.45 A.M. Every 15 Min.

5.00 A.M. to 5.00 A.M. Every 15 Min.

5.15 A.M. to 5.15 A.M. Every 15 Min.

5.30 A.M. to 5.30 A.M. Every 15 Min.

5.45 A.M. to 5.45 A.M. Every 15 Min.

6.00 A.M. to 6.00 A.M. Every 15 Min.

6.15 A.M. to 6.15 A.M. Every 15 Min.

6.30 A.M. to 6.30 A.M. Every 15 Min.

6.45 A.M. to 6.45 A.M. Every 15 Min.

7.00 A.M. to 7.00 A.M. Every 15 Min.

7.15 A.M. to 7.15 A.M. Every 15 Min.

7.30 A.M. to 7.30 A.M. Every 15 Min.

7.45 A.M. to 7.45 A.M. Every 15 Min.

8.00 A.M. to 8.00 A.M. Every 15 Min.

8.15 A.M. to 8.15 A.M. Every 15 Min.

8.30 A.M. to 8.30 A.M. Every 15 Min.

8.45 A.M. to 8.45 A.M. Every 15 Min.

9.00 A.M. to 9.00 A.M. Every 15 Min.

9.15 A.M. to 9.15 A.M. Every 15 Min.

9.30 A.M. to 9.30 A.M. Every 15 Min.

9.45 A.M. to 9.45 A.M. Every 15 Min.

WAR TELEGRAMS.

(Continued from page 1.)

FRENCH COMMUNIQUE.

IMPORTANT STRATEGICAL POINTS GAINED.

July 27, 12.35 a.m.
An official communique issued at Paris states that the cannonade has become more intense in the Soissons sector. The town of Arras has been twice bombarded, but a fire which began was quickly extinguished.

There has been a violent cannonade throughout Argonne. In Alsace the French have completed their conquest of strongly fortified heights 200 metres high and two kilometres long dominating the principal valley of the Front. Over a hundred prisoners were taken.

July 27, 5.00 p.m.
The French have extended and consolidated their gains on the heights of the Voeges and occupied an important pass between Le Ling and Les Carrières. The Germans counter-attacked three times unsuccessfully.

The communique says that elsewhere there are only reports of cannonading and a few German infantry attacks, which were easily defeated.

SUGGESTIONS FOR GOLD ECONOMY.

July 27, 9.10 p.m.
In the House of Commons it was suggested during question time that wages should be paid in silver in order to economise gold, also that half-sovereigns should be withdrawn from circulation. Another proposal was that no passenger going to the Continent should be allowed to have gold.

Mr. McKenna, Chancellor of the Exchequer, replied that he was carefully considering the whole question. He was desirous of avoiding the appearance of interfering with the free commercial export of gold, which was essential to the maintenance of our credit, but there would be closer supervision of Channel passengers, and he advised travellers to exchange their British currency before leaving Great Britain.

FRENCH SUCCESS IN CAMEROONS.

July 27, 7.55 p.m.
Reuter's correspondent at Paris reports that a French force, after a brilliant engagement, has captured the important town of Lome, in the Cameroons.

The German troops mutined and deserted. The natives of the whole of the Zemen district have risen against the Germans, demonstrating in favour of the Allies.

The Germans in their retreat are burning and destroying. The French are vigorously advancing, being joined by a other French column to the North as far as Noangela.

ANOTHER BRITISH NOTE FOR AMERICA.

July 27, 9.55 a.m.
Reuter's correspondent at Washington, states that Sir Edward Grey has cabled to Mr. Lansing that the British Government is preparing another Note to the United States and asks that the Note delivered yesterday be withheld from publication pending receipt of the new communication.



AN IDEAL DRINK FOR
SUMMER MONTHS

WHITEWAY'S
CYDER

SWEET OR DRY.

As supplied to all the leading London Hotels and Clubs such as Savoy, Claridges, Berkeley, Trocadero, Hyde Park and Royal Automobile, Raleigh and Conservative Clubs.

SOLE AGENTS
H. RUTTONJEE & SON
WINE & SPIRIT MERCHANTS

POST OFFICE.

On and after the 17th instant the Letter Boxes in Kowloon will be cleared as follows:

Box No. 3 Sham Shui Po, Week days, Time Clearance, 9.30 a.m., 3.20 p.m. Sundays & Holidays 8.50 a.m.
Box No. 4 Cosmopolitan Docks, Week days, Time of Clearance, 9.30 a.m., 3.30 p.m. Sundays & Holidays 9.00 a.m.
Box No. 5 Junction Shanghai & Argyle St., Week days, Time of Clearance, 9.35 a.m., 3.35 p.m. Sundays & Holidays 9.05 a.m.
Box No. 6 Yaumatei Police Station, Week days, Time of Clearance 9.40 a.m., 3.45 & 3.40 p.m. Sundays & Holidays, 9.10 p.m.

The Parcel Post Service to Italy and her Colonies through Egypt is resumed.

The Services to Germany, Austria, and their Colonies, and to the Ottoman Empire are suspended.

Ships in communication with Cape D'Agular Radio Telegraph Station:—

INWARD. OUTWARD.

MAILS DUE.

America (ex Korea) Aya Maru, 1st prox.

MAILS CLOSE TO-DAY.

Hongkong—Per KJELD, 29th July 5 p.m.

TO-MORROW.

Holhow, Pailow and Halphong—Per SUNGKIANG, 30th July, 8 a.m.
Straits, Burma, Ceylon, Aden, India, Western Australia, India, Aden, Egypt, and Europe. The parcel mail will be closed on Thursday, 29th July, at 5 p.m. — Per KASHGAR, 30th July, 10 a.m. Registration 10.15 a.m. Registration Kowloon B.O. 9.30 a.m. Letters 11 a.m.

Swatow, Amoy & Foochow—Per HAITAN, 30th July, 1.30 p.m.

SATURDAY, 31st July.

Holhow, & Halphong—Per HANOL, 31st July, 11 a.m.
Straits—Per SHINON, 31st July, 2 p.m.
Straits & India via "Jalisco"—Per KUM-SANG, 31st July, 2 p.m.
Philippine Is.—Per LOONGSANG, 31st July, 2 p.m.
Japan via Moji—Per KUTSANG, 31st July, 5 p.m.
Wel-hai-wai & Tientsin—Per OHRONG-SHING, 31st July, 5 p.m.

SUNDAY, 1st August.

Halphong—Per KEMO, 1st Aug. 9 a.m.
Swatow, Amoy, Formosa & Tamsui—Per KAIYOM, 1st Aug. 9 a.m.
Halphong—Per KAIYONG, 1st Aug. 9 a.m.

TUESDAY, 3rd August.

Shanghai, North China Japan, via Nagasaki, Honolulu, U.S. South America, Canada via San Francisco and U. Kingdom via Canada Europe via Siberia. Per PERSIA, 3rd August, 11 a.m.
Swatow, Amoy & Foochow—Per HAI-CHING, 3rd August 1.30 p.m.
Philippine Is.—Per CHINHUA, 3rd Aug. 3 p.m.
Shanghai—Per YINGHOUW, 3rd Aug. 3 p.m.
(Europe via Siberia Shanghai Br. P.O. Saturday, 7th Aug.)

WEDNESDAY, 4th August.

Swatow, Amoy, Formosa via Takao and Anping—Per SOOHU M., 4th Aug. 9 a.m.

THURSDAY, 5th August.

Shanghai—Per CHENAN, 5th Aug. 3 p.m.
(Europe via Siberia Shanghai Br. P.O. Tuesday, 10th Aug.)

FRIDAY, 6th August.

Swatow, Amoy & Foochow—Per HAI-MUN, 6th Aug. 1.30 p.m.

SATURDAY, 7th August.

Saloon, Straits, Burma, Ceylon, Aden, India, Egypt & Europe—Per POLYNESIAN, 7th August, noon.

MONDAY 9th August.

Australia, New Zealand, Tasmania, via Port Darwin and New Guinea via Thursday 7th—Per EASTERN, 9th Aug. 10 a.m.

WEDNESDAY, 25th August.

Philippine Islands, Australia, & New Zealand via Port Darwin & New Guinea via Thursday 1st—Per CHANG-SHA, 25th Aug. 11 a.m.

SHIPPING NEWS.

ARRIVED.

Kashgar, Br. ss. 4,338, H.N. Rivers, 29th July, Shanghai, 28th July, Gen. — P. & O. S. N. Co.

Hanoi, Fr. ss. 739, Ch. Le Chevalier, 28th July, Halphong, 27th July, Gen.—A.R. Marty.

Cheongching, Br. ss. 1,259, Liddell, 28th July, Tientsin, Gen.—J. M. and Co.

Kashima Maru, Japan ss. 4,301, G. Falmes, 28th July, Shanghai, 25th July, Gen.—N.Y.K.

Ceylon, Swedish ss. 3,559, C. H. Anderson, 28th July—Singapore, 22nd July, Gen.—S. T. Co.

DEPARTED.

July 28.

Tatarax for San Francisco via Kobe
Changwa for Kwangchow
Otowa Maru for Foochow
Yelang for Shanghai
Mera for Yokohama via Shanghai
Kant for Canton
Lian for Bangkok
Laertes for Saigon

CLEARANCES AT THE HARBOUR OFFICE.

July 29.

Glenfallach for Singapore via Amoy
Unkai Maru 4 for Angaur
Kashima Maru for London via Singapore
Hain Chang for Shanghai and Tientsin
Sin-Kiang for Shanghai
Ceylon for Yokohama via Shanghai
Kild for Hongkong
Kashgar for London via Singapore
Pheumphen for Saigon

PASSENGERS ARRIVED.

Per ss. Cheongching from Tientsin—
Capt. Chas. Smith, Miss J. F. Turner, Eng. Com. T. Blasecker, Mr. & Mrs. Ah-Hon, Mr. & Mrs. G. R. Christie, Mr. & Mrs. Nisim, Miss Lihay, Miss Howard, Mrs. F. Ezra, O. Tah Lun, Yeu Yai, Chao S. Kuo, S. O. Ching.

PASSENGERS DEPARTED.

Per ss. Kashima Maru for Europe etc.
Tatallbay, Fearnborough, M. Tazibiboy, Mrs. P. M. Trelliff, Miss J. F. Turner, Eng. Com. T. Blasecker, Mr. & Mrs. Ah-Hon, Mr. & Mrs. G. R. Christie, Mr. & Mrs. Nisim, Miss Lihay, Miss Howard, Mrs. F. Ezra, O. Tah Lun, Yeu Yai, Chao S. Kuo, S. O. Ching.
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WATER RETURN.

Level and Storage of water in Reservoirs on the 1st July, 1915.

CITY AND HILL DISTRICT WATER LEVEL.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of June, 1915.

Consumption per head per day.

Services to houses in Rider main Districts disconnected from Rider mains and supply given by public supply mains in Rider main Districts from 1st to 31st June and during June 1915. Constant supply of all districts during June 1915.

Consumption of water in Kowloon in millions and decimals of gallons during the month of June, 1915.

Consumption per head per day.

Consumption of water in Kowloon in millions and decimals of gallons during the month of June, 1915.

Oysters, Fresh, Fried or Stewed
Findon Haddock, Kippers &c.
ALEXANDRA CAFE.

WEATHER REPORT.

On the 29th at 11.05.—The typhoon has filled up rapidly and is shown as a depression to the N.W. of Shanghai this morning.

Pressure has increased considerably over the central portion of the area and decreased slightly to moderately elsewhere; it remains highest in the Pacific to the east of Japan. A trough of low pressure extends from Annam across the north part of the China Sea and N. Laos; a depression or typhoon may form later to the southward of Hongkong.

Hongkong Rainfall for the 24 hours ending at 10 a.m. to-day, 0.00 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District: Forecast.

1 Hongkong and Neighbourhood: E. & N.E. winds, moderate to fresh, cloudy, squally and rainy later.

2 Formosa Channel: N. winds, moderate.

3 South coast of China between H.K. and Lamook: The same as No. 1.

4 South coast of China between H.K. and Hainan: The same as No. 1.

China Coast Meteorological Register, 29th July, a.m.

Station: Hour: Barometer: Temperature: Humidity: Wind: Force: Weather:

Westok 7a 29.95 ss 4

Hennou 7a 29.93 ss 0

Haikodo 7a 29.97 ss 1

Tokio 7a 29.91 ss 1

Koshi 7a 29.86 ss 3

Nagasaki 7a 29.86 ss 0

Kagima 7a 29.86 ss 0

Oshima 7a 29.86 ss 3

Naha 7a 29.86 ss 5

Yokohama 7a 29.86 ss 1

Shimon 7a 29.86 ss 1

Chaofo 7a 29.86 ss 1

Whitwai 7a 29.86 ss 1

Hankow 7a 29.86 ss 1

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